

# The Hongkong Telegraph.

(ESTABLISHED 1881.)  
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WEATHER FORECAST  
FAIR.  
Barometer 30.12

November 11th, 1912, Temperature a.m. 57, p.m. 67; Humidity...78, 65.

November 11th, 1911, Temperature a.m. 17, p.m., 70; Humidity...65, 65.

No. 8940

庚二初月十年子壬

MONDAY, NOVEMBER 11, 1912.

一拜禮

號一十月一十英港香

838 run Avenue  
SINGAPORE CORR 10 CANTON

## THE GUILDHALL BANQUET.

### MOMENTOUS SPEECH BY THE PREMIER.

#### OUTSPOKEN STATEMENT ON THE EUROPEAN SITUATION.

(Reuter's Service To The "Telegraph.")

London, November 10. The Guildhall banquet yesterday was, as usual, a brilliant function and was attended by members of the Cabinet, Peers of the realm, members of the House of Commons and distinguished representatives of the Army and Navy, the Church and the City. Mr. Asquith delivered an important pronouncement on foreign affairs in responding to the toast of His Majesty's Ministers. He said:—"We are living in anxious times and are spectators of great and moving events. The Balkan armies are in effective possession of Macedonia, and Thracian Salonika, the gateway through which Christianity first entered Europe, is occupied by Greeks, and we may to any moment hear of the fall of Constantinople itself."

#### POWERS WORKING TOGETHER.

It is a satisfaction to be able to assure you that as far as this country is concerned, its relations with the other Powers, without a single exception, were never more friendly and cordial. The great Powers are working together with a closeness of touch and frankness and freedom of communication and discussion which are remarkable, and which may seem almost unintelligible to those who believe that because, for certain purposes, the Powers have been and are arranged in different groups, they must therefore in time of a European crisis be arrayed in opposite camps. Nothing is further from fact. The Powers have been blamed in some quarters because they did not succeed in averting the war. They sought, and sought honestly and earnestly, by diplomatic pressure and without resort to force, to secure conditions of order and good government in the European Provinces of the Ottoman Empire, but forces were at work which were beyond the control of diplomatic manipulation. The Balkan States, having matured their plans and perfected their equipment and co-ordinated their reciprocal action, decided that force was the only effectual remedy. They, and they alone, were prepared to use it. They took the matter into their own hands. Things can never be again as they were, and it is the business of statesmen everywhere to recognise and accept an accomplished fact. When Pitt was mortally stricken by the news of the battle of Austerlitz and came home to die, he told those about him to roll up the map of Europe which hung on the wall; but even the campaign of Austerlitz did not produce changes so sudden and so startlingly and overwhelmingly complete as those which during the last month have been wrought by the Balkan Confederacy.

#### MAP TO BE RECAST.

The map of Eastern Europe has to be recast and in the process it may be that ideas, preconceptions, and policies which were born in what is now a bygone era will have to be modified and reconstructed, or even go altogether by the board. Upon one thing I believe the general opinion of Europe to be unanimous, and that is that the victors are not to be robbed of the fruits which have cost them so dear. (Loud cheers.) There is, so far as I know, no disposition anywhere to belittle the magnitude of the struggle or to dispute the decisiveness of the result.

This country has no direct interest in the exact form which the consequent political and territorial redistributions may ultimately take, but there are other Powers whose special relations—geographical, economic, ethical, and historical—with the scene of the conflict and its destination are such that they cannot be expected not to claim a hearing and a voice when the time comes for a permanent settlement. I purposely refrain at this stage from even indicating the points—some of them full of difficulty—which must inevitably emerge for solution. For the moment, and so long as a state of belligerency continues, the Government, so far as their influence goes, deprecate the raising of isolated questions which, if handled separately and at once, may seem likely to lead to irreconcilable divergencies, but which may assume a different and perhaps more practicable aspect if they are reserved to be dealt with from a wider point of view or by a general settlement.

#### WAR SOMETIMES NECESSARY.

War is terrible, continued the Premier, though it may from time to time be a necessary form of arbitration when a deadlock arrives in human affairs; and none of its worst horrors have been absent from the campaign which is now being waged. It is at this moment the first and greatest of European interests to circumscribe its scope. For that object the great Powers have laboured as with one will. So far they have laboured successfully, and it is our hope and belief that they will continue to labour to that end.

#### WHERE ALL ARE UNITED.

At such times as these the burden of responsibility which falls upon the shoulders of the Government—onerous as it always is—is exceptionally heavy, and it is a source of gratification to them to know that, however much we may be divided among ourselves in domestic controversy, we have in these larger matters the sympathy and support of the whole community, and can speak in the councils of Europe in the name and with the authority of a united people. (Loud and general cheers.)

#### MR. CHURCHILL'S SPEECH.

Mr. Winston Churchill, First Lord of the Admiralty, replying on behalf of the Navy, emphasised there was no harm done in plain speech. The Germans had robust minds and a high sense of honour and fair play and liked affairs put squarely. Relations between Germany and Great Britain steadily improved with every evidence of our determination to maintain our supremacy. The way to end the rivalry was to go right on and prove that we could not be overtaken. The right hon. gentleman announced that he would propose improvements in the pay of the Navy before the end of the Parliament. This would further stimulate the buoyant recruiting and would make it possible to bring the Ninth Battle Squadron into existence in 1913, fully manned; thus increasing the margin of security. The strong British Fleet now in the Mediterranean demanded special vigilance in Home waters. There was no reason to anticipate trouble, but the Home Fleet was quite equal to any task that might be imposed.

## TELEGRAMS. GUILDHALL BANQUET.

### COLONIAL NAVIES.

Reuter's (Service to the "Telegraph.") London, November 10. Continuing, Mr. Churchill said the year had been memorable for the participation of the Dominions in the Naval defence of the Empire. At the present moment, at a similar banquet, the Premier of the Commonwealth was explaining how the Australian Fleet would be controlled by the Admiralty in war time. In a few days, the Canadian Parliament would announce a Naval policy worthy the power and loyalty of the great Dominion. The future required renewed exertions, for none could foretell the difficulties and dangers, though none would doubt our resolve and ability to come safely through them.

Colonel Seely, Secretary of State for War, replying for the Army, paid a tribute to the work done by the Dominions in the creation of citizen armies. He looked forward to the day when everyone would extend civil patriotism to defending his country.

## THE HARTMAN COMEDY COMPANY.

"Fairy Tales."

The fun was fast and furious at the Theatre Royal on Saturday night, when the Ferris Hartman Company staged "Fairy Tales." An extravaganza of a distinctly pantomimic stamp, the play was full of merry quips and piquant humour, and as it also abounded in tuneful music and a plentiful degree of clever dancing, it is almost unnecessary to say that the well-filled house spent a happy, rollicking evening. The piece was a pretty little myth woven around Jack Haver's "plum," and most of the fairy tale characters so familiar to childhood were cleverly introduced, these including The Crooked Man, Jack Horner, Simple Simon, Marjorie Daw, Old Woman in the Shoe, Mother Goose, etc.

It was a bright, happy, care-killing production, and the members of the Company threw themselves with characteristic zest and merit into the interpretation of it. In preliminary notices Mr. Roscoe Arbuckle, in the character of the Queen of the Fairies, had been described as "a real scream." And so he was. Physically the bulkiest and weightiest member of the whole company, he was, in ballet-skirts and pink "tights," the most ex-cruciatingly funny figure we have seen on the stage for many a long day. His make-up, too, was perfect, while he played the part to a nicety. Whenever he was before the lights he kept the house in roars of laughter. Mr. Ferris Hartman, as the Crooked Man, was extremely clever. It was a role by no means easy to handle, but Mr. Hartman depicted the character most strikingly, the real actor being demonstrated in all his work, especially in the finer and most subtle points of his acting. Of the other characters, Mr. Lawrence Bowes as Jack Horner, and Mr. Walter de Leon in the part of the Gingerbread Man, were especially good, the former's vocal efforts winning him deserved applause, and the latter's extremely clever dancing giving, as usual, great delight. The ladies were all good, particularly Miss Jessie Hart as the Old Woman in the Shoe. Taken all round, the production was really first-class, and everybody who saw it went away thoroughly happy and delighted.

The Company concludes a most successful season to-night with a repeat performance of their funniest and cleverest play of the whole repertoire—"One Night On"—and a packed house is a certainty.

## TELEGRAMS. THE BALKAN WAR.

### FALL OF SALONIKA.

Reuter's (Service to the "Telegraph.") London, November 9. Reuter's correspondent at Athens states that M. Rastivan has been appointed Governor of Salonika. His Majesty the King has left Ghida for Salonika.

### A STRANGE COINCIDENCE.

The fall of the city of Salonika synchronising with the Festival of Demetrius, the Patron Saint of Salonika, has sent Athens wild with enthusiasm. Te Deums have been sung, bells rung and illuminations displayed.

### A SKIRMISH.

An official telegram published in Constantinople dated from Adrianople on the 8th reports a skirmish at Orlu.

The Turkish headquarters at Hadankeni Tcherkesskeni report constant wireless communication with Adrianople.

### SNOW.

Messages from Cetinje and Belgrade report heavy snowfalls in Montenegro and Macedonia.

### AUSTRIA AND SERBIA.

Reuter's correspondent at Vienna states that the Austrian Minister to Belgrade, who was recently summoned to Vienna, is returning to his post with fresh instructions. It is understood that he will emphasise Austria's desire for good relations if Serbia offers guarantees that she will return to the policy pursued when M. Andriassy was Premier. It is asserted in the press that the German and Italian Ministers to Belgrade have been instructed to declare that the Triple Alliance regard the appearance of Serbia in the Adriatic as contrary to their interests.

Reuter's correspondent at Belgrade reports that the newspapers are unanimous in insisting on the vital necessity for Serbia to have her own seaport, and that guarantees therefor must be given her before peace negotiations are begun.

### POWERS TAKING SIDES.

Reuter's correspondent at Constantinople reports that the feeling is growing that the Triple Entente—Britain, Russia and France—is siding with the Allies, and the Triple Alliance—Germany, Austria and Italy—with Turkey. Concern is expressed at this upshot.

### THE ADVANCE ON CHATALJA.

Reuter's correspondent at Sofia says it is unofficially reported that the Bulgarians have reached Derkos, to the northern end of the Chatalja lines.

### A HOLY WAR.

A message from Constantinople states that Sheikh Hui Islam has appealed to the Ulemas to join the Army and preach a Holy War, citing the example of the priests of the Cross, who are working hand in hand with the ranks of the Allies.

### PROTECTION OF FOREIGNERS.

The commanders of the foreign warships at Constantinople have met aboard the French cruiser to concert measures in the event of a protection of their nationals being necessary.

### HEAVY LOSSES.

Reuter's Belgrade correspondent states that the Serbian casualties at Prilep were 2,500 and the Turkish losses 6,000.

## TELEGRAMS. THE BALKAN WAR.

### PORTS CAPTURED.

Reuter's (Service to the "Telegraph.") London, November 9. Reuter's correspondent at Sofia reports that the Bulgarians have captured two important ports outside Adrianople. The Queen is visiting the wounded at Mustapha.

### TURKS CLAIM BIG VICTORY.

A message from Constantinople says that the Vali of Adrianople reports that a violent battle lasting 38 hours ended on Friday in a victory which must be regarded as one of the most brilliant feats in Ottoman history. He says the Bulgarians retreated in disorder before the bayonet charges of the Turks, who captured quantities of rifles and ammunition.

### BULGARIAN CAPTURES.

It is reported in Sofia that the Bulgarians have captured Kavala, the Turks, being unable to escape, surrendering. It is also reported that the Bulgarians captured Gumurjina on the Constantinople Railway.

### H.M.S. SHANNON.

Reuter's correspondent at Gibraltar states that the cruiser Shannon, which has been under repair, has been ordered to be ready to sail in 48 hours.

### ON TO THE CAPITAL.

The Greek fleet is transporting troops on the left bank of the river Maritza with a view to attacking the Dardanelles. They intend to enter Constantinople with the Bulgarians.

### THE FALL CONFIRMED.

The fall of Salonika is confirmed in Constantinople.

Reuter's correspondent at Athens states that the Crown Prince has telegraphed to the King that the terms of surrender have been signed and that 25,000 Turks surrendered.

### STORMING SCUTARI.

London, November 10.

Despatches from Rieks state that the Montenegrins, despite the heavy storm, have transported siege guns to the eastern shore of Lake Scutari and completed preparations for a fresh storming of the city. It is estimated that the Moslem refugees have swelled the population to 70,000; and that they are in dire straits.

### TYPHOID RAGING.

A Belgrade message states that typhoid is raging among the 60,000 prisoners in the capital and in the interior.

### SERBIA'S DEMAND.

M. Pasios, the Serbian Prime Minister, interviewed by Reuter, declared that Serbia must have an outlet to the Adriatic. For this reason she has shed blood rather than for territorial extension. She has been offered an outlet in the Aegean Sea, but this would only offend her allies if accepted.

### PRISONERS IN GREECE.

A message from Athens states that there are 29,000 prisoners in Greece, besides 2,000 sent by the Montenegrins.

M. Rastivan, the new Governor of Salonika, has left for Salonika, being accompanied by a numerous staff.

## TELEGRAMS. THE BALKAN WAR.

### ADRIANOPLE'S FLIGHT.

Reuter's (Service to the "Telegraph.") London, November 10. Lieutenant Wegener telegraphed on Saturday to the Vienna "Reichspost" that two ports, Kartaltepe and Patratso, were captured on Thursday night. They are north-west and south-east of Adrianople respectively. The stormers were reinforced. The Bulgarians now dominate the city, whose capitulation is hourly expected.

### REASSURING THE CAPITAL.

Later.

Reuter's correspondent at Constantinople states that the Ministry of Interior, in a proclamation, says the war has not yet had the satisfactory result desired. The presence of the enemy at the Chatalja gate to Constantinople, where the possibility of failure must be faced, was the cause of anxiety as to the safety and tranquillity of the capital. The Government had neglected no measures to preserve order, and the inhabitants are exhorted to be calm, while a warning is given to disseminators of false reports, which were the cause of the Powers sending their warships on the scene, to the effect that they will be severely punished.

### FROM THE F.M.S.

### GIFT OF A CRUISER.

London, November 10.

Reuter's correspondent at Singapore states that the Sultan of Perak, at a meeting of the Federal Council on the 12th inst., will move a resolution approving of an offer to Britain by the Federal States of a first-class armoured ship, to be constructed as soon as His Majesty's advisers consider desirable.

[The above information is also contained in a special telegram to the "Telegraph" appearing on Page 5, which came to hand after we had gone to press on Saturday.]

### NO HOME RULE.

### THE UNIONIST PLAN.

London, November 9.

Mr. Bonar Law, speaking at Liverpool, said the Unionists when they got into power will reduce the Nationalist representation in the Imperial Parliament to 45. That, he said, would end Home Rule for ever.

### L. R. C. DANCE.

On Saturday a most enjoyable soiree was held under the auspices of the Lusitano Recreation Club there being present a great many ladies and gentlemen. The band of the 8th Rajputs contributed a very well selected programme of music and popular airs for the dances were a feature of the evening. At 8.30 a splendid dinner was served, Mr. Rooha, the President, and his energetic staff sparing no trouble to make the guests feel at home. The Club premises were artistically decorated and the allegorical pictures on the mirrors were a great attraction. Mr. Isidoro Costa of the Philharmonica composed a special march known as the L.R.C. March which was played by the band. The first song of the season was an unqualified success and angers well for the functions that are to follow.

### CHOIR SUNDAY.

Yesterday was kept as "Choir Sunday" at St. John's Cathedral, when full services were sung at Matins and Evensong. The music in the morning included Mendelssohn's "I waited for the Lord" the solo parts of which were effectively rendered by Mrs. Goldsmith and Miss L. White, and a "Te Deum" by Stanford in B. In the evening the very fine Magnificat by Martin in E flat was sung but was somewhat marred by traces of uncertainty. The Hallelujah Chorus was rendered as well as we ever remember it having been done in the Cathedral. The presiding, the Rev. V.H.O. Moyle, at both services, made special requests for an increased offering which was for the Choir Fund.

## NEWS FOR BUSY MEN.

### TELEGRAMS.

There are now 29,000 prisoners of war in Greece.

Typhoid is raging among the 8,000 prisoners at Belgrade.

The Greek Minister, M. Rastivan, has been appointed Governor of Salonika.

The Greeks occupied Salonika on Friday. Twenty-five thousand Turks surrendered.

It is reported that the Serbian casualties at Prilep were 2,500 and the Turkish 6,000.

A suggestion has been thrown out to internationalise Salonika, by which Serbia may have access to the sea.

Servian newspapers are unanimous in insisting upon the vital necessity of Serbia having her own seaport.

H.M.S. Shannon, which was being repaired at Gibraltar, has been ordered to be in readiness to sail within 48 hours.

A feeling is growing in Constantinople that the Triple Entente is siding with the Allies and the Triple Alliance with Turkey.

The Bulgarian attack on Chatalja is progressing most successfully, the Turks already being driven back from the principal points.

Sheik-ul-Islam appeals to the ulemas to join the army and preach a holy war, citing the example of the priests with crosses in hand in the ranks of the Allies.

At Tuesday's meeting of the Federal Council the Sultan of Perak will move that the F. M. S. offer Britain a first class armoured ship.

At the Guildhall Banquet on Saturday Mr. Asquith delivered a momentous speech on foreign affairs, dealing particularly with the Balkan crisis.

The commanders of the foreign warships at Constantinople have met on the French cruiser to concert measures in the event of protection for their nationals becoming necessary.

The Vali of Adrianople claims that the 38 hours' violent fighting ended on Saturday in a victory which he regarded as one of the most brilliant feats in Ottoman history.

The German and Italian Ministers at Belgrade are said to have been instructed to declare that the Triplets would regard the appearance of Serbia on the Adriatic as contrary to their interests.



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APPLY

**HONGKONG**

**TELEGRAPH.**

## Notices

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Agents,  
**BUTTERFIELD & SWIRE.**

Hongkong, 23rd September, 1911.

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10 lbs. nett.....\$15.00	
<b>CHOW CHOW.</b>	<b>CUMQUAT.</b>
1 Doz. 5 lbs. jars.....\$11.00	1 Doz. 5 lbs. jars.....\$13.00
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S.S. NYANZA.....leaves 1st Nov. due in London 15th Dec.  
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J. TAYLOR, Manager.

## Hotels.

**HONGKONG HOTEL**

A LA CARTE GRILL ROOM.

Hongkong, 20th April, 1911.

J. H. JAGGART,  
Manager. [25]

**GRAND HOTEL.**

QUEEN'S ROAD CENTRAL. TEL. ADDRESS "COMFORT"

Central Position: Large Airy Rooms; Hot, Cold and Shower Baths;  
Electric Light and Fans Throughout; Large Comfortable Lounges; Private  
and Public Bars; Billiard Rooms. HOTEL LAUNCH MEETS ALL  
STEAMERS. Monthly Rates for Tiffin and Dinner. SPECIAL DINNERS  
AT SHORT NOTICE. CUISINE ENTIRELY UNDER EUROPEAN  
SUPERVISION. Special Rates for Married Families. On Application To:—  
Tel. No. 197. **F. REICHMANN,**  
PROPRIETOR. [62]

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Cuisine under the supervision of an Experienced FRENCH CHEF, and  
separate Tables, Hot and Cold Baths, Electric Light throughout. Terms  
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Telephone, 170 Telegrams "Astor." [24]

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5 P.M. to 8 P.M., 9 P.M. to 11 P.M. Admission 50 cents.  
String Band will play at the above Hotel every Sunday, commencing from  
4 P.M. to 10 P.M.

W. GALLAGHER, Manager. [25]

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Manager.

Hongkong, 1st Aug., 1912. [55]

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Hongkong, 1st Feb., 1912. [182]

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**TAILOR & OUTFITTER**

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MANILA

OFFICES

78, ESCOLTA

OUR  
CONTEMPORARIES.

Daily Press.

"Crass Stupidity."

Mr. Liu, the President of the  
Board of Industry and Com-  
merce, has, it is said, issued in-  
structions by which the employ-  
ment of foreign capital in the  
working of mines, the sale of  
mining sites to foreigners, and  
the engagement of foreign mining  
engineers and experts, are all for-  
bidden. A year ago we were told  
that the then inchoate Republic  
would faithfully observe all  
Treaty obligations entered into  
by the Manchu Government prior  
to the outbreak of the revolution.  
Since that date, it is true provin-  
cial authorities have shown a  
marked tendency to ignore this  
pledge, if not to repudiate it, but  
we must confess we were not pre-  
pared for such an utter disavowal  
of a Treaty by a member of the  
Cabinet. Deplorable as this dead  
set against foreign assistance is  
from an international point of  
view, it is China herself who will  
be the greatest sufferer from it.  
China possesses all the raw mater-  
ials necessary for the construc-  
tion of railways, for the equip-  
ment of armies and navies, or for  
the manufacture of industrial  
machinery, yet she will not avail  
herself of them. She has stores  
of coal and iron that would give  
her a commanding position in the  
world's markets, and might ele-  
vate her to a rank that her world  
would carry weight in the  
councils of the world, yet she  
carefully does all in her power to  
ensure their remaining idle in the  
bowels of the earth. Such crass  
stupidity is almost unintelligible;  
even the officials of the late dy-  
nasty did not hesitate to engage  
foreign experts for the Govern-  
ment mines, and surely the Re-  
publican authorities, among whom  
are to be found so many really  
enlightened men, must realize  
that China possesses neither the  
science nor the capital needed to  
exploit properly her vast hidden  
wealth.

South China Morning Post.

Physical Culture and National  
Predominance.

There are not wanting the in-  
evitable male Cassandras who  
never tire of associating the final  
downfall of Great Britain with  
the devotion of her sons and  
daughters to athletics. The  
chorus has been led by Mr. Rud-  
yard Kipling who trolled of the  
"flannelled fool at the wicket and  
the muddled oaf at the goal." In  
places of such free and spon-  
taneous forms of sport, Kipling  
and his fellow-thinkers would  
fain have national regimentation  
and universal conscription.  
Even in the Far East, where the  
openings for healthy relaxation  
are comparatively fewer than at  
home, there is the same disposi-  
tion in some quarters to decry  
athletics because they take away  
too much time from business and  
thus enable the Germans or the  
Japanese to beat us in the race  
for economic supremacy. It will  
occur to many that even if it  
could be proved that British and  
American trade is really on the  
downgrade in these regions and  
that their decline is directly due  
to the love of outdoor sport, yet  
if this economic supremacy can  
be won only by the sacrifice of  
health and a reasonable amount  
of pleasure, the price paid for  
it is much too high.

**To Prevent Prison Breaking.**  
In order to prevent any more  
escapes from the Tombs Prison,  
New York, from which a prisoner  
recently got away in sensational  
circumstances, three powerful  
electric lights have been installed  
in the courtyard of the prison.  
On each lamp is a reflector, placed  
in such a position that every nook  
of the yard is made visible. The  
reflections of the lights can be  
seen from the streets. Three more  
lights are to be placed in the yard,  
and by night the entire outside of  
the Tombs will be illuminated.  
**Artificial Milk from Beans.**  
At an exhibition held in Lon-  
don recently, artificial milk,  
manufactured from soya [Man-  
churian] beans, attracted great  
attention. According to the  
"Osaka Mainichi" correspondent,  
the artificial milk is declared by  
authorities to be more nourishing,  
cheaper, and more free from  
impurities than the genuine  
article. If the new product  
should stand the test of experience  
excellent markets would be found  
in China and Japan.

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**BOTTLED IN DUBLIN**

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Hongkong, 11th November, 1912.

## Entertainment

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THE FINEST HALL IN TOWN

2 Performances 7.15 and 9.15 P.M.

Complete Change of Programme

**TUESDAYS & FRIDAYS.**

Matinee..... **WEDNESDAYS 5 P.M.**

" " **SATURDAYS 4 P.M.**

" " **SUNDAYS 6 P.M.**

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The Fun Makers of the East

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Magnificent New Films.

**VERNE and SMITH.**

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produced.

"Notre Dame," 4,000 ft. long, in

3 parts.

Hongkong, 7th Nov., 1912. [562]

## Entertainment

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Special Attraction

**TO-NIGHT.**

The Famous Sensational Drama

(Art Cinema-Color. Length 3000 Feet)

**WON THROUGH WAITING.**

Also

A Farm House Romance

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and

Musical Interludes

by

**MISS DELLIE CONNOR**

and

**MISS GLADYS PORTER**



## GENERAL NEWS.

## The Dust Problem.

Writing in the "Motor" on the work of the Road Board, Mr. Henry Sturmy says:—The time has now come when the Board should expend the money received as received, and those of us who get about the country much will agree that there is yet a great deal to be done. We were told, if I remember rightly, that the first work of the Board would be to deal with the dust question, and that to tar-treat the whole of the main roads of the country would cost, if any, it was, some £800,000. Just how many miles of the main roads have been so treated does not appear, but there is ample room yet for extension of this very useful branch of work, and I think, when that is done, selected roads may be taken which, although not officially classed as main roads, still have a very large amount of motor traffic over them.

## Directors and Shareholders.

In an article on "The Whole Duty of Directors," the "Accountant" says:—The law certainly loads the dice in favour of the shareholder. That, in spite of this loading, the company is sometimes ill-served, must, we think, be imputed not solely to the sins of the directors (although we do not for one moment pretend that all directors are paragons), but also—and to a very considerable extent—to the fact that shareholders, as a class, are much less desirous of promoting the permanent welfare of the company than are directors, as a class. If this were not the case, most company abuses would vanish automatically.

## The "Englishmen."

We recently protested says the "Globe" against the use of the American term "Britisher," which is being more and more employed in England, as well as in the Colonies. It is to be hoped that no English newspaper will ever take make use of the word "Englander," which has just made its appearance in the Press of the United States. It would be interesting to know whether this phrase is the outcome of the American desire to coin new words at all costs, or whether it is due to the fact that it is the German version of "Englishmen," German terms figuring so prominently in American slang.

## Sir A. T. Quiller Couch.

When they hear of the forthcoming retirement of Sir Arthur Quiller-Couch into private life, most newspaper readers will probably be ignorant of the number of offices he holds. Yet he is largely concerned in the public life of the West Country, being a J.P., vice-chairman of the County Education Committee, a member of the County Territorial Association and the County Advisory Committee, and, finally, chairman of the Harbour Commissioners of Kowloon, where he lives and the "Troy Town" of so many of his delightful novels.

## The Late Mr. F. Bostock.

Mr. Frank Bostock, the well-known lion tamer and animal showman, who has just died, was actually intended for the Church, but hereditary influences—his father was a showman who married into the Wombwell family—were too strong for him. He first entered a lion's cage when he was a schoolboy of 15, and had numerous hairbreadth escapes, one of the narrowest being when he was mauled by a lion at a gala performance in Paris seven years ago.

## Boy Shot for a Monkey.

News comes from Hamamatsu, Japan, that Hasekura Sudzuki, a boy of thirteen, of Mitsuke in Shizuoka Prefecture, was shot recently while he was engaged in picking acorns on Mount Midzukubo. It was later learned that Yoshidzo Muramatsu, a rice dealer, of Mitsuke, who had been after birds with a shotgun, seeing the boy on the tree mistook him for a monkey. The boy is in a precarious condition. Yoshidzo was arrested by the police.

## The Cholera in Japan.

The police bulletin on October 3 reported one new case of cholera in Tokyo the patient being Dr. Watarai Takamashi, a physician in Yushima-Shinbashi-cho, Hongo. It also reported the death of a patient in the hospital. This brings the total of cases in the city and suburbs since September 24 up to 166, of whom 10 have recovered, and 77 have died.

## SERVICE MATTERS.

## The late Colonel Loch.

Lieutenant-Colonel William Loch, whose death is announced, spent most of his career in India, where he was Aide-de-Camp to no fewer than six Viceroys—Lords Northbrook, Lytton, Dufferin, Lansdowne, Elgin, and Curzon. He went through the North-West Frontier Campaign of 1893-3, and in 1879 became Principal of the Ajmer College for the sons and relatives of the Ruling Chiefs of Rajputana. Twenty-one years later he did valuable work in connection with the Rajputana famine relief works.

## The Abolition of Ship's Police.

There has been some discussion on the quarter-deck, as well as on the lower deck, respecting the abolition of ship's police, since the recent issue of the new regulations governing naval punishments. Many captains in the Navy are now distinctly in favour of making the petty officers as responsible for the discipline and cleanliness of the lower deck as the sergeants in the Army are made responsible in the barracks-rooms. That a ship can go through a commission without ship's police on board, be well disciplined, and have a small defaulters' book, has been proved by experiment. But the captains who obtained permission to try this experiment were men who took pains to see to its success; and there is still a majority of senior officers in the Navy who prefer to have ship's police in their complement. The Admiralty have, therefore, hesitated to make the sweeping change that abolition would mean. But an equally good and quite as far-reaching change has been made in barring all ship's police from having charge of mess decks, in the smaller vessels of the Fleet. It was in this latter capacity that so much bad feeling was often created between the men on the lower deck, and the senior members of the police force. Petty officers will now do these duties, and perhaps after a few years' training the younger petty officers will so perform this function as to make it possible for ship's police to be abolished.

## Married Men in Submarines.

It will come as a surprise to many Service readers to learn that no fewer than nine of the fifteen victims of submarine B 2 disaster were married. According to the "Globe" this exceptionally hazardous branch of the Service is supposed to be manned largely by single officers and men, but the fact of over 50 per cent of the crew of B 2 being married indicates that this supposition is fallacious. Other things being equal, preference is given to single men who volunteer for service in submarines, but the roster is always full of names of volunteers, including a good proportion of husbands and fathers, who are attracted to this branch of the Navy for the sake of the additional rates of pay, which amount to 2s. 6d. a day for chief and petty officers and leading seamen, and 2s. for other ratings. Having in view the number of widows and orphans left by those who perished in B 2 it becomes a serious question whether the submarine service should not be more strictly confined to unmarried men.

## The Indian Army.

Rumours are again current that the committee sitting at Simla, under the presidency of Field-Marshal Lord Nicholson, has already decided upon a very considerable reduction in the native army of India, and in the number of British regiments serving in that country. The rumour, which emanates this time from a Madras contemporary, is to the effect that the committee has decided on the disbandment of no fewer than twenty-seven native regiments, and the return home of six battalions of the British establishment. It is considered more than probable that the demand for economy will result in certain reductions, now that our relations with Russia have improved, but the rumours of the extent of those reductions are being received with some caution seeing that the complete report of the Nicholson Committee is not yet due.

## Prepaid Advertisements

ONE CENT PER WORD  
FOR EACH INSERTION.

## TO BE LET OR SOLD.

THE COTTAGE.—Barker Road. To be let or sold. Address—Denslow, Ram & Gibbs. Hongkong, 6th Nov., 1912. [880]

## TO LET.

TO LET.—"MODERN AGH" the Peak from 1st May, 1913, on long lease. Earlier occupation might be arranged; 5 bed-rooms. Alterations will be made to suit tenants if desired. Apply to:—Linstead & Davis, Hongkong, 20th Oct., 1912. [803]

TO LET on 2nd Floor No. 2, Pedder Street. One roomed Office. Apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 22nd May, 1912. [881]

## CHANNEL TUNNEL.

## Revival of the Old Project.

The old question of the "Channel Tunnel" is apparently to be revived again, and an interesting pamphlet has just been issued in which a scheme for the construction of a system of electric railways in England and France to connect London and Paris through a Channel tunnel by a journey of about three hours and a half has made its appearance.

Mr. W. Rose Smith, C.E., takes up the attitude that the remarkable progress made in the development of the facilities for travel and transport, and in the political relations of the countries, during the last thirty years, makes it imperative, in view of the altered circumstances, to reconsider the judgment of a former generation upon the political expediency of a Channel tunnel. The adverse finding of the Joint Committee of 1883 was only carried by a single vote, and, notwithstanding that adverse vote, the members of the Committee were unanimously of opinion that the commercial advantages of the undertaking in this country were of the highest value and absolutely indisputable.

To Come Up Next Session.—This subject is bound to come up in the next Session of Parliament, an authority who is fully aware of all that is going on in connection with it, has informed the "Pall Mall Gazette" "Time has entirely disapproved the flimsy arguments of the opposition of 1883, which were based upon imaginary carelessness in the military defence from a treacherous French enemy. In the growth of the Entente Cordiale, confirmed by the removal of the French Navy to the Mediterranean, leaving the North Sea and the Atlantic coasts of France for defence to the British Navy, we have the strongest guarantee of permanent friendly relations."

It is well to remember, too, that during the years 1810 to 1815 the defence of the British Isles was fought by a British Army in Portugal, Spain, France, and Belgium, and no foreign soldier set foot on British soil except as a prisoner of war. France is now to Great Britain as Manchuria and Korea were to Japan at the beginning of this century. The foe who vanquishes and occupies France is the potential master of the British Isles.

## TO LET.

TO LET LARGE substantially built, Godown situated on water front, East Point. For further particulars apply Property Office, Jardine, Matheson & Co., Ltd. Hongkong, 18th Aug., 1912. [588]

OFFICES TO LET.—First Class, central accommodation, light and airy, on First, Second and Third Floor, in new building being erected for Messrs. WHITEWAY, LIDLAW & CO., LTD. Entrance from Des Voeux Road. Electric Lift to all floors. Electric Light throughout. The plan can be seen and all particulars obtained at the Offices of Messrs. PALMER & TURNER, Alexandra Buildings, 3rd Floor. Hongkong, 30th Sept., 1912. [708]

In such a contingency the defence of Western Europe is the most essential British interest, and for this purpose in modern military conditions the railway through the Channel Tunnel would be an invaluable defensive work. A British expeditionary force could be deployed on the borders of France in a few days which would take weeks to send by sea.

Effect on Food Supplies.—The food supplies would also be guaranteed in case of war or rumours of war, so that prices could not rise as they undoubtedly would if the tunnel did not exist as an alternative to the introduction of food by sea.

Other advantages may be briefly stated:—

"Increased trade between Britain and the Continent.

"Reduced cost of transit for goods and passengers."

"The French people and Government have always favoured the scheme for a Channel tunnel. They never reciprocated the suspicions of a treacherous foe. Being innocent of any evil intent against their neighbours, they could not credit the English with a treacherous attack in time of profound peace." Let us hear no more about the French enemy seizing the English end of the tunnel by surprise in the absence of the British Fleet and while all English sentries are asleep."

What is suggested to-day is that the permanent Committee of National Defence should review the decision of 1883, with a view of calling for a fresh consideration of the subject by a new joint committee.

## The Attack on Opium.

The attack on opium is being carried out vigorously. The President has issued a strong anti-opium mandate. Following the example of Anking, Changsha has destroyed a number of chests, and the authorities at Chungking have issued strong injunctions against opium smoking.

Mr Knox in Washington.—Washington, October 22.—Secretary of State Philander Knox arrived here yesterday on the return journey from Japan, where he attended the Emperor's funeral as the representative of the United States, and went immediately to Beverly to confer with the President.

## Notices

## DO YOU READ FICTION?

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No Doubt you have a PREFERENCE for a PARTICULAR AUTHOR:

HIS BOOKS ARE ON OUR SHELVES.

Every Mail Brings Large Numbers of the Latest Books.

Call and see the last Consignment.

The following is a list of books just arrived:—  
The Common Law, Robert W. Chambers.  
The Red Hand of Ulster, George A. Pirmingham.  
The Golden Venture, J. S. Fletcher.  
Treasonhooks, Ada Levermore.  
The Escort, Gerlie de S. Wentworth.  
Baref Alibi, Arnold Bennett.  
The Open Hazard, Halliwell Sutcliffe.  
Without Trace, Williams LeQueux.  
A Woman in the Limelight, Charles Gleig.  
A Country Lawyer, Henry A. Shute.  
Barbari, Althea and Claude Aakew.  
Neighbours of Mine, R. Andoin.

## QUEEN'S DISPENSARY

31, QUEEN'S ROAD, CENTRAL.

G. HARPER,

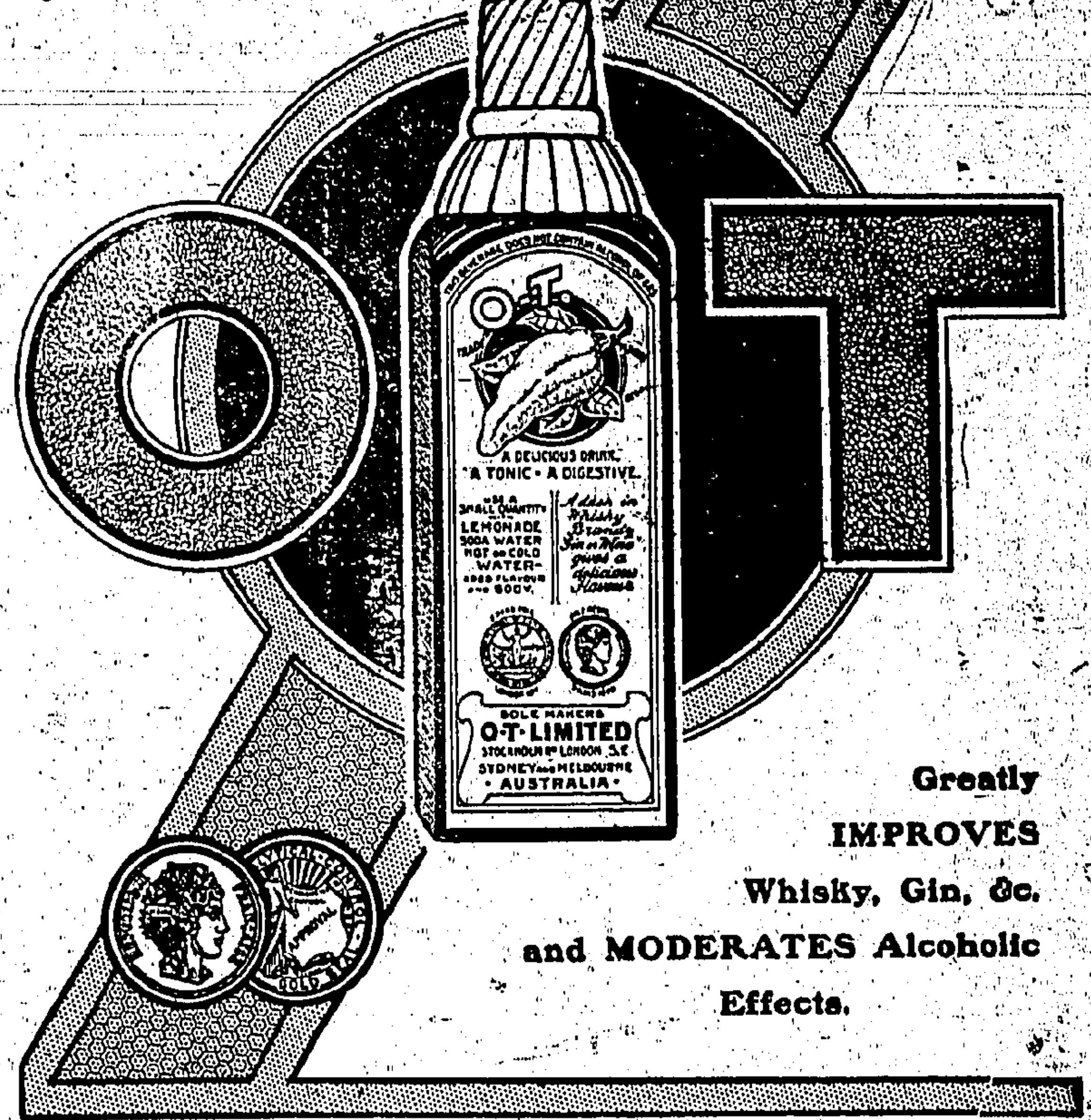
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Makes Plain Water

and Aerated Beverages

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General Managers.

Hongkong, 16th August, 1901. [3]

## THE FAMINE IN CHINA.

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TWO and a half million people facing starvation.

PLEASE SEND YOUR CONTRIBUTION TO-DAY.

IT WILL HELP TO SAVE LIFE.

Treasurer, H. O. GULLAND, Esq., Manager, International Banking Corporation, Shanghai.

Hongkong, 24th January 1912 [17]

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## PLUNKET'S GAP

The Peak, near the Tram Terminus.

Tel. 56.

For Terms apply to the

MANAGER.

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## A HANDSOME PICTURE FREE.

Save the coupons now being packed with Messrs W. D. & H. O. Wills' celebrated "THREE CASTLES" cigarettes.

Upon receipt of 100 COUPONS, you will be sent postpaid, a beautiful photograph of a famous painting.

These High Class Pictures, which are suitable for framing, measure 15" x 20", and are entirely free from advertisement. Small reproductions of these pictures are packed in every packet and tin of "THREE CASTLES" cigarettes, together with one or more of the coupons.

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787 ft. by 84 ft. by 34 ft. 6 in.

Pumps empty Dock in 2 1/2 hours.

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50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS, ETC.

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## SCOTCH WHISKY.

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The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

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Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

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By Order,

"HONGKONG TELEGRAPH."

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union

## The Hongkong Telegraph.

HONGKONG, MONDAY, NOVEMBER 11, 1912.

## THE PRESS AND THE PUBLIC.

Professor Geddes, the well-known Scots sociologist, has been lecturing to the Positivist Society on the interpretation of current events; and the views on the force and functions of the daily newspaper expressed by him contain abundant matter for thought. As might be expected from a man possessed of Dr. Geddes' wide range of thought and intense sympathy with, and comprehension of, the workings of the mind of society at large, he is far from despising "the day of small things." To him every incident of our daily life, however apparently trivial, contains its lesson, its moral, its human interest. In his view, nothing is paltry, nothing devoid of some educative element, great or small, for those who have but eyes to see it; "from the inner meaning of football, to the decisive change that is slowly but surely sweeping over the whole field of education," everything has its meaning and its value.

Summed up, Professor Geddes' contention is just this: that a running commentary on the day's events should exist in the mind of a man while he reads his newspaper; that the facts, as they come to him from the printed sheet, should be kernels or nodules round which his own new thoughts should pack themselves. He goes even farther. "Every man should be his own leader-writer," he says; "and this would not lead to the suppression of the professional leader-writers, but to an enlargement of their ranks." In continuation, Dr. Geddes raises a point which would certainly not occur to the average man. According to him, sex intervenes even in so simple a matter as the reading of the newspaper: "Women usually read first the births, deaths, and marriages, in accordance with their more human outlook, and men, guided by their more cosmic interests, usually commence with the weather." But, even from these minor points, he shows how a high level of discussion on the weather might lead to further scientific discoveries; "while the serious discussion of mating and the entrance and exit of life were the starting points of social science and the birth-throes of the study of eugenics."

Doubtless the lecturer's doctrines are a little idealistic, and contain a trifle too much of what might be; for the English nature—at least in the south—is not exactly of the contemplative sort. The south country Englishman will not only have to improve his education, but must positively alter his temperament, before weather discussions will lead him anywhere beyond the realm of harvest considerations or the prospects of the umbrella and mackintosh lines of business. The southern Britisher, whether of London or the provinces, has neither the steady, ruminative instinct of Professor Geddes' countrymen, nor the swift, piercing insight of the Frenchman, or Italian; and this fact at once limits the application of the lecturer's novel ideas. Of course there is this to be said: The establishment of this new method of newspaper-reading will mainly depend on the papers themselves; on their powers of selection in deciding what shall or shall not be given to the public. The deep thinker must have material worthy of his thoughts, and the man whom Professor Geddes desires to see converted into a thinker by the press must be able to find news that will lead, through interest, to instruction. But does the press of to-day invariably provide such food?

## DAY BY DAY.

Greatness in life is to rise to heights through all of life's uncertainties.

## Railway Tender.

Tenders are being invited for the supply of castings for the use of the Kowloon-Canton Railway (British Section for the year) 1913.

## Absent Magistrate.

Mr. O. D. Melbourne was the only Magistrate sitting at the Police Court this morning, when the day's proceedings were commenced.

## Further Remanded.

At the Police Court, this morning, the man remanded on a charge of housebreaking, at Yau-mati, was further remanded on the application of Inspector Cameron.

## Chinese A. D. C. Exempted.

It is notified that the Chinese Charitable Amateur Dramatic Club has been exempted by the Governor-in-Council from registration under the Societies Ordinance, 1911.

## Consular "At Home."

Chev. Volpicelli, the Italian Consul, was at Home at the Italian Consulate this morning on the occasion of the 43rd anniversary of the birth of King Emmanuel. The reception was attended by the members of the consular body and many of the principal residents of Hongkong.

## Bank Returns.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st October, 1912, as certified by the managers of the respective banks are:—Chartered Bank—notes, \$5,598,126; specie \$3,500,000. Hongkong and Shanghai Banking Corporation—notes \$21,351,597; specie \$16,000,000. Mercantile Bank of India, Limited—notes, \$696,120; specie \$80,000; Total—Notes \$27,645,843; specie \$19,580,000. In addition the Mercantile Bank has securities with Crown Agents for £83,000 and Rs 200,000.

## The Society of St. Vincent de Paul.

We are requested by the committee of the Society of St. Vincent de Paul to state for public information that the proceeds of the all fresco fete realised the sum of \$2,600 net and the committee tender their thanks to H.E. the Governor and Lady May for their patronage and attendance at the various stalls. They further wish to thank all those gentlemen whose cooperation tended to make the bazaar such a success and also the ladies and gentlemen who contributed monetary assistance, to the press for reporting the function, to Messrs. Pathe Freres for their cinematograph exhibition and to the band of the K.O.Y.L.I. who added to the success of the evening.

## THE SOUDAN.

The transport Soudan arrived here at 5 o'clock yesterday evening from Ching Wang-tao, which port she left on November 6. On board were the 1st Bn. Royal Inniskilling Fusiliers and details of the Somersetshire Light Infantry, etc., etc. The troops are under command of Lt. Col. Hancock and Major Blennerhassett. The ship encountered a strong N.E. monsoon, feeling its force more especially in the Formosa Channel. At 8 a.m. on the 10th inst. the Soudan sighted a junk drifting, dismasted and without rudder, about twelve miles south of Kuphi Point. Four men on board were making urgent distress signals. The ship bore down on the wreck, lowered a boat and brought off the four occupants. The rescue was effected in twenty minutes and the voyage continued. According to the survivors' story, the junk had been dismasted and several members of the crew drowned during the gale. The four men have been handed over to the care of the Police, a substantial collection having been first raised for them from among the troops and the Soudan's crew.

## INTERPORT MATCH.

## TO-DAY'S PLAY FULLY DESCRIBED.

To-day being a holiday, a fine attendance was present at the eighteenth interport match between Hongkong and Shanghai. The special stand in the north-west corner of the ground was fairly well patronised. Special interest attached to the result of this two-days' match, inasmuch as each port had eight victories to its credit. One match only has been drawn.

The teams to-day were:—Hongkong—R. Hancock, (Capt.) Lieut. A. G. White, A. A. Claxton, Lieut. Corpl. Dempsey, Lieut. Christian, G. B. Sayer, Lieut. Bagnall, Capt. Crawford, A. O. Elborough, R. O. Hutchison, W. O. D. Turner. Shanghai—L. Walker (Capt.) R. N. Anderson, L. V. H. Crookwell, A. E. Lanning, V. H. Lanning, D. E. McEuen, H. E. Muriel, T. G. Tait, H. B. Ollerlessen, W. J. Haynes, J. A. Quayle.

## The Play.

Hancock was fortunate enough to win the toss and elected to bat. Captain Crawford and Sayer were the first batsmen. Shanghai had a fine reception.

Sayer, at the Naval Yard end, took the bowling first and scored a boundary from the first ball, though he put it perilously near to third man. The last ball of the second over saw Crawford score a boundary from a pretty late cut. Crawford was playing with caution and would not be tempted even by some inviting off balls. Sayer was just as steady and seemed tempted to nibble at balls that had better be left alone.

Despite his steadiness, however, Crawford was out, with the score at 12, to a remarkable catch in the slips. He touched a ball which second slip reached but could not hold. Walker, however, holding second slip, just reached it and held it, at a second attempt, rolling over as he did so.

Elborough followed and Sayer, as though to show himself undismayed by this early disaster, put a delivery beautifully to leg. Elborough opened the succeeding over with a four to leg and was content to play out the over after. Two maiden overs which followed seemed to indicate that steadiness was the order of the day, but it had to be noted that the setting of the field was admirable. A brace of two's to Sayer—both placed prettily to leg and both stopped just on the boundary—enlivened matters a little. These brought 30 up in just 24 minutes' play.

So far Shanghai's bowling had been steady rather than brilliant; but then the wicket was essentially a batsman's one. Sayer, after thirty minutes' play, was scoring with some freedom and a hard cut—a fine example of perfect timing—went like lightning to the boundary after the previous ball had been off driven for four.

Sayer continued to score with freedom and 50 went up in thirty-five minutes. Of these Sayer had contributed 40. He sent the score to the half century by means of a couple of successive boundaries, though the first saw him give a chance—hard, it is true, but still a chance—in the slips off Quayle. Quayle was proving expensive, though he always seemed more likely to get wickets than Lanning all the same, and Sayer helped himself to a brace of boundaries—the second a glorious off-drive. Came next a chance in the slips—and his own half-century. He had collected them in 42 minutes, and he deserved all the applause that was given him. Blamishes there had been, it is true, but his innings so far had been marked by clean and lusty strokes—off drives and leg hits predominating.

Elborough had been quiet, but he now helped himself to a four, neatly placed to leg off Lanning, and a single off Quayle. Sayer allowed down for a little, and with the score at 80 he was again missed from a high off-drive, the fielder over-running the ball and judging the catch badly. One felt terribly sorry for Quayle, off whom every chance had been missed. This kind of thing breaks the heart of

a bowler, though Quayle was bowling on with rare pluck and resolution. Is the Shanghai team short of bowlers that the opening pair were kept on so long? Not until the score reached 80 was a change tried. McEuen displaced Quayle and Sayer was unkind enough to turn the third ball of his opening over to leg for 4. Lanning, who kept an unimpeachable length, was not score from, but he never seemed likely to take a wicket.

## Two Players Injured.

In cutting a ball Sayer seemed to twist his knee and Bagnall came out to run for him. Elborough now came into the picture, and sent his score to 20, by placing McEuen neatly to leg for 4. He also turned his attention to Quayle and off-drove him along the carpet for 4. Sayer did as much—a precisely similar stroke—for McEuen. These were admirable strokes executed with an ease that boded ill for Shanghai's chances of displacing them. Elborough, on-trove Quayle, and Ollerlessen in stopping the ball just on the boundary rolled amongst the crowd and injured his leg. He was laid from the field and Hutchison came out to act as substitute.

## Sayer Out for 85.

Sayer was now very quiet but he woke up and placed McEuen to leg. He was out to a shocking poor stroke, next ball. McEuen sent up a full toss—perhaps the worst ball that had been delivered all day—and Sayer misjudged it badly. He was easily taken by Quayle. His score of 85, out of a total of 134—had been compiled in just as many minutes. He had had luck, to be sure, but he had displayed courage and fine spirit following an early disaster, and he deserved the ovation he received on retiring to the pavilion. Hancock followed, and saw Elborough presented with three through weak fielding at point, where, to be fair, the fielding so far had been uniformly good. Hancock was not too comfortable with McEuen and had luck in gathering his first ten.

The 150 went up in 98 minutes.

McEuen was now bowling round the wicket and Hancock placed him to leg for four and off-drove him for a single.

The umpires were Messrs. P. Lambe and P. M. Hodgson.

The score at 12-45 was:—

Hongkong last innings.

Captain Crawford	R. A. O.	4
Walker & Quayle	.....	4
G. R. Sayer	.....	85
McEuen	.....	44
A. C. E. Elborough	not out	18
R. Hancock	not out	11
Extras	.....	11

Total (two wickets) ... 160

## KOWLOON ROADWAYS.

We would once again like to direct the attention of the authorities to the disgraceful condition of the thoroughfares in Kowloon. Some time back we commented on the study in progress green presented by the overgrown grassy state of Humphrey's Avenue, which branches directly off the main road on the peninsula. We also noted with pleasure that shortly after the appearance in print of our observations, some attention was given this roadway. But it was only some. The rank growth of grass, weeds, bushes, etc., was rooted out and the surface on either side very thoroughly raked about. But nothing further was done. The consequence is that for weeks past the greater part of the roadway has been nothing better than a rough highway of big, loose stones. In its former state one could at least wade through the grass, even though it were almost knee-deep, and feel fairly safe on one's feet; as the roadway now is it is a positive danger to tread in the dark.

## THE MANOEUVRES.

Some Impressions of Saturday's "Battle."

Although it is early to talk of the results of, or of lessons to be derived from, Saturday's manoeuvres at Yau-mati, at least two facts of importance were manifest even to the most casual observer who watched the fighting: (1) that a European regiment can show itself perfectly smart and fit, even after all the strain of the enervating Hongkong summer months, and (2) that the conduct of hill warfare in a tropical country may safely be left in the hands of Indian troops.

The large amount of ground covered by the manoeuvres, and the extremely technical nature of the evolutions, made it impossible for the ordinary civilian to gain more than a mere impressionistic notion of what was going on; the intentions of the opposing forces and the main details and result of the fighting are, however, already known to our readers.

## The Opposing Forces.

The red forces, under Lieut. Col. Rowlandson, consisted of Engineer detachments, details of R.A.M.C. and I.M.S. together with the 8th Rajputs under Major Ralph and the 126th Baluchis under Major Paul. To these were opposed the 24th Mountain Battery under Major Heppar, the Yorkshires, under Captain Boulton and the 25th Punjabis with D. Company of the 28th, commanded respectively by Major Robinson and Captain Turnbull, the whole force being under Col. Marzable. The Punjabis had bivouacked at Lai Chi Kok overnight, while the remainder of the Blue force assembled to the north of this spot on Saturday morning. The red army for the more part occupied strong positions in the hills, and fighting began soon after 9.30.

Seen from the level, the reds' stronghold, which extended from Diamond Hill to Reservoir Hill, appeared at first to be impregnable, for they seemed able to cover with rifles or maxims every inch of roadway, including the railway lines, they themselves being almost invisible against a hill background which was as nearly as possible the colour of their own uniforms. Only the occasional puffs of smoke, indeed, and the red flags dotted here and there to represent a company, could give the blues any clue to their enemies' whereabouts.

For the first hour and a half both sides fired sparingly, but towards noon, the field guns from the level began to be answered more frequently from the heights, and at length shooting became rapid and general.

## A Powerful Attack.

It was not till one reached the hill brows where the principal entrenchments were, that one realised to what a powerful force the reds were opposed. Under cover of Major Heppar's battery, the enemy appeared to be crossing and re-crossing the level, in defiance of the increasingly heavy fire from the hills, of the help rendered by the destroyer and the torpedo-boat in the harbour, and of that from the big guns on Stonecutters. It transpired that the reds were outnumbered by the enemy to the extent of something like four to one. The latter, deploying from the West, remained untiring in their assault, and, long before the bugles sounded "cease firing," there could be little doubt as to the completeness of the blues' victory.

At about a quarter to one the bugles and bagpipes announced that fighting was over, and the forces began to collect near Yau-mati Station to prepare for the march past. The strain of the morning's work seemed hardly to have left a sign on a single man—officer or private, Britisher or Indian; everyone looked fresh, everyone was in good humour. The awkward descent from the hills was accomplished quickly and in good order, and a more workmanlike-looking set of men than those who fell in near Yau-mati Station it would be difficult to find.

The Governor, General Hamilton and the staff officers arrived in rickshaws and proceeded to a spot behind the station for a rough and ready dinner. Meanwhile the troops also refreshed themselves, munching sandwiches, surrounding the water-moles, and clearing out the fruit

stock of the Chinese stall-keepers. The Indian soldiers, squatting in characteristic attitudes, gave themselves a dry polish, re-curlled their beards and wiped the dust from their arms and accoutrements in anticipation of the General's inspection.

## General Hamilton's Praise.

Soon after two o'clock His Excellency and Sir Ian Hamilton, with Brigadier General Eliotson, Major Maddocks, Colonel St. John, Major Tulloch, Major Stuart and Captain Taylor A.D.C., took up their position on a bit of waste ground, separated from the Yau-mati road by a deep nullah; and here the Union Jack was planted. General Hamilton, in plain khaki uniform relieved only by red shoulder-straps, looked, every inch of him, the keen soldier that he is; the practical, business-like commander whom no plausible mere outward show of smartness on the part of troops would ever deceive; necessarily the man to balance for and against with absolute impartiality. Coming from such a judge, the praise which he subsequently gave to the men through their commanding officers must have been sweet indeed.

The march past was of a piece with the earlier part of the day's performance; suggestive entirely of "good work and no frills." First came the Number 1 Company of the H.K.S.B. with mule battery, followed immediately by the band of the Yorkshires, who wheeled to the right and remained stationary, while their regiment and the details of the other white troops marched past the saluting base. Following these, came the band of the 25th Punjabis, who wheeled aside in like manner while their regiment's mule-battery passed. The Baluchis, preceded by their pipers, came next, under command of Colonel Rowlandson who was mounted; and, immediately behind them, the Rajputs with their band and maxim brigade—as fine a body of men for mountain warfare as one could wish to see. The maxims, divided into three parts—limber, axle and gun—were carried on the shoulders of little groups of men; and one could easily realise how swiftly large bodies of troops, adequately armed, can nowadays be moved from place to place, and how different modern warfare is from what obtained even twenty years ago.

## Fittest of all.

After the Rajputs came the 25th Punjabis with their bugle-band; and, finally—next to the European soldiers, the fittest and most shipshape of all the troops assembled—Major Heppar's Hazara Mountain Battery; their guns broken up into five parts and borne by mules.

The final impression stamped on one's mind, on leaving the parade-ground, was that Hongkong's troops will give an exceedingly good account of themselves, whenever and wherever they may be called upon to do so.

## BIG FIRE IN CANTON.

A big conflagration broke out in Canton on Saturday night.

An eye witness informs us to-day that the outbreak was a most severe one. He says:

"I should think from the size of the conflagration that more than 600 houses were destroyed. I know that the old Customs House, the Post Office, and the Hongkong Canton steamship wharf, and two large Chinese Hotels were totally destroyed."

"The excitement was intense, and the yelling of the Chinese might have been heard miles away, so great was the clamour."

"The fire spread to Honan and many houses were destroyed there; how many I cannot say."

"The flames reached high into the heavens and the sight was a magnificent one."

## BOXING.

A boxing competition has been arranged between the 1st Bn. The King's Own Yorkshire Light Infantry and the 1st Bn. Royal Inniskilling Fusiliers, to take place in Murray Barracks on Thursday evening the 14th inst. commencing at 8.0 p.m.

There will be 14 three-round contests, with possibly one of longer duration. The prices of admission are \$3, \$1, and, for soldiers and sailors in uniform, 50 cents. The entrance to Murray Barracks is by the Queen's Road gate where tickets may be obtained.



## SPECIAL CABLES.

## AN IMPERIAL GIFT.

F.M.S. TO PRESENT CRUISER.

(Our Own Correspondent.)  
Singapore, November, 9.  
At the annual meeting of the Federal Council, to be held on Tuesday, the Sultan of Perak will propose that the Federated Malay States Government present to the Imperial Government a first-class armoured ship.

## INTERPORT RECORDS.

Points from Former Matches Between Hongkong and Shanghai.

There have been seventeen interport matches between Hongkong and Shanghai. Hongkong have won eight, Shanghai a like number, and one has drawn. Honours are therefore easy.

The first match was played in February, 1878, in Hongkong, when the biggest victory yet achieved was registered, Hongkong winning by an innings and 204 runs.

Of Hongkong's score of 430 in the first interport, 50 were "extras", no fewer than 41 being "wides".

A terribly distressing event in interport cricket history was the wreck of the P. and O. steamer Bokhara while returning from Shanghai with the Hongkong cricketers in October, 1892. All but two of Hongkong team were drowned.

The biggest one-innings score yet made is Hongkong's 455 for nine wickets—compiled at the last interport played on the Hongkong ground, three years ago.

Shanghai's highest one-innings total against Hongkong is 340, scored at Shanghai in 1807.

The lowest completed innings score is Hongkong's 46—at Shanghai in 1906. This was the thirteenth match between the rival ports—unlucky 13 again!

For Shanghai the smallest completed innings total registered is 59—made in the second venture of the first interport game, 46 years ago.

Hongkong's first victory at Shanghai was in 1898. This was the fifth time the Southerners had visited Shanghai.

The first away victory for our Northern friends was in 1901—at the fourth time of asking on the Hongkong turf.

In Hongkong-Shanghai contests only three centuries are on record—all by Hongkong players. They are:—136 by Lieut. Lumsden in 1903; 110 by W. N. Edwards in 1909; and 107 by Capt. Dunn in 1892.

The highest individual score on record is Lieut. Lumsden's 136; and the best Shanghai one-man effort is J. Ormiston's 91, made at Shanghai in 1891.

Of the 1912 teams, Turner of Hongkong has the highest score of any to his credit—88, knocked up in 1903 at the Northern Port.

The best score made by any number of Shanghai's this year's eleven is R. N. Anderson's 74, compiled in 1908 at Shanghai.

Seven of the twelve men down from Shanghai have taken part in previous interports, none of them, save Crookwell, less than twice before.

Of Hongkong's chosen eleven seven have played before against Shanghai, five only once.

V. H. Lanning, R. Hancock and W. C. D. Turner are the "veterans," all having five previous appearances to their credit.

"Dick" Hancock and V. H. Lanning made their first interport appearance in the same match—at Hongkong in 1901. Turner made his debut at the next interport—in 1903 at Shanghai.

The Hongkong players new to interport honours are:—Lt. White, G. R. Sayer, Lt. Christian and Capt. Crawford.

Shanghai's new hands at interport play are:—J. Quayle, E. G. Tai, J. W. Haynes, H. E. Muriel and D. Lanning.

V. H. Lanning's past scores against Hongkong are:—not out 0; 0 and 31; 0 and 20; 5 and 10; 26. Ollerdeson's totals are:—12 and 18; 54 and 18; 6 and 0 not out; 20. R. N. Anderson has the following to his credit:—1 and 67; 74; 46 not out and 14.

Other Shanghai individual scores are:—L. Walker: 4 and 20; 41 and 42; 6. D. R. McEuen: 18 and 2; 3; 0. P. Lambie: 13 and 0; 10 and 0. L. H. W. Crookwell: 11.

In past interports, R. Hancock's scores against Shanghai are:—68 and 4; 4 and 11; 48 and 35; 5 and 12. W. C. D. Turner's totals are:—88; 20 and 6; 27 and 22; 5 and 3; 76. Elborough has a 58 and 9 and 13 to his credit; Claxton has 11 and 10, and 5 and 23.

The scores made by Hongkong players who have only once before had interport honours are:—Bagnall, not out 37; Hutchison, 0 and 0; Dempsey, 0 and 22.

Past interports have not produced many notable bowling feats. V. H. Lanning, however, had a remarkable record in 1906, taking eight Hongkong wickets for ten runs.

He only bowled nine overs, five of which were "maiden", and he performed the "hat trick" for the one and only time in Hongkong-Shanghai matches.

In the same match Lanning captured five wickets for 34 runs in the second innings.

The next best feat was D. R. McEuen's performance at Shanghai last year. In Hongkong's first innings he captured seven wickets for 12 runs, only just missing the "hat trick."

In the second innings of the same match McEuen took five for 32—a combined average of 12 for 44.

In his only previous appearance in interport cricket, Dempsey took five Shanghai wickets for 64 runs.

Time was when "Dick" Hancock was one of Hongkong's best bowlers, but he has not trundled in interports since 1907. His best record was 4 for 36 at Shanghai in 1906.

R. E. O. Bird is a notable absentee this year. He has appeared five times against Shanghai, first in 1903. He has done good work with the ball.

In Hongkong-Shanghai matches Turner claims highest aggregate score—247, compiled in five matches.

Anderson, of Shanghai, has a total of 202, made in three matches.

The smallest completed double-innings total in matches between Hongkong and Shanghai was the former's 112, scored in 1906—46 and 66.

Shanghai's lowest full double-innings total against Hongkong was 166, recorded in the first interport and made up of 107 and 59.

The biggest completed two-innings total on record is Shanghai's 460—representing 294 and 166—made in 1909.

Hongkong's highest two-innings aggregate is 423, made in 1909, and comprising 208 and 215.

## C. Y. C. OPENING CRUISE.

Most Successful Event at Kowloon Bay.

Never in the annals of the Corinthian Yacht Club has one of its functions been crowned with greater success than the one held yesterday, at Kowloon Bay. The yachts journeying to the venue numbered over forty, and the picture as they spread their canvas was one that will last long in the memory of those favoured with the opportunity of witnessing it. The northerly wind was a little keen early in morning but towards tiffin time it quietened down considerably, and sun made itself pleasantly felt.

The events were followed with great interest by the extraordinary good attendance of members and friends. During the morning there was a collision in the ladies handicap class race. In this event, as in all the others, there was a capital number of contestants and as four or five of the boats were rounding the Lyemun beacon, the Corinne, which was being sailed by Mr. and Mrs. Bullen, ran into the Violet, sailed by Mr. and Miss Roseman, the last named yacht being considerably damaged on her starboard side. She was eventually towed in.

The course was three miles round the following marks: starting line from west to east between the steam launch Eva and a barge moored alongside the jetty, both of which displayed starting flags; Lyemun beacon, starboard; Quarry Bay Mark, starboard; Channel Rock, starboard; and the finishing line west to east between the Eva and the barge.

Among those present were the Hon. Mr. H. E. Pollock, Mr. A. P. Strie (Hon. Secretary) Mr. and Mrs. Bowness, Mr. and Mrs. Brett, Inspector Withers, Mr. P. Matheson, Mr. J. Taylor, Mr. H. Lee, Mr. Coomber, Mr. F. Lenfesty, Capt. Lukmanoff, Mr. Bell, Mr. and Mrs. Kent, Mr. West, Mr. McLennan, Mrs. Taggart, Mr. W. Fleming, Mr. Winckler, Mr. Spencer, Mr. Friesland, Mr. and Miss Roseman, Miss Rodger, Miss Wilton, Lieut. Dane Dr. Clarke and Mr. Cunningham.

The officials were: Judges:—Messrs. A. Rodger and C. D. J. Bell.

Clerks of the Course:—Messrs. J. M. Irving and A. Burn.

Sailing boat handicappers:—Messrs. G. G. Wood, J. Reidie, D. K. Blair and C. D. J. Bell.

Motor boat handicappers:—Messrs. Messrs. A. Burn, C. H. Davis and S. Mayes.

Starters:—Messrs. E. F. Gibson and M. Molver.

Timekeepers:—Messrs. G. W. Avenall, E. Bunje and H. E. Soriven.

The programme consisted of nine items, and the results were:

Ladies Handicap Class, race:—

Finishing time Corrected time  
H. M. S. H. M. S.  
La Linda 12 51 8 12 51 8  
Dorothea 12 54 37 12 53 37  
Daisy 1 1 22 1 0 7

The La Linda was steered by Miss Daisy Roseman the Dorothea by Mrs. Alabaster, and the Daisy by Mrs. Taggart.

Heyward Hays, visitors or non-boat owning members only:—

Finishing time Corrected time  
H. M. S. H. M. S.  
Sirius 1 32 29  
Dawn 1 38 4  
White Rose 1 41 48

The winning boat was sailed by Mr. A. P. Storrie, the Dawn by Mr. R. C. Wicheil and the White Rose by Mr. J. M. Irving.

Motor boat race, visitors or non-boat owning members only:—

Finishing time Corrected time  
H. M. S. H. M. S.  
Wawa 1 23 46 1 18 28  
Sunes 1 18 4 1 18 45

The winning boat was steered by Miss Gordon, and the Sunes by Mr. B. Burn.

Gael Class, visitors or non-boat owning members only:—

Finishing time Corrected time  
H. M. S. H. M. S.  
Thecla 1 56 35 1 55 50  
Beatrice 2 1 16 2 0 31  
Astoria 2 3 24 2 3 0

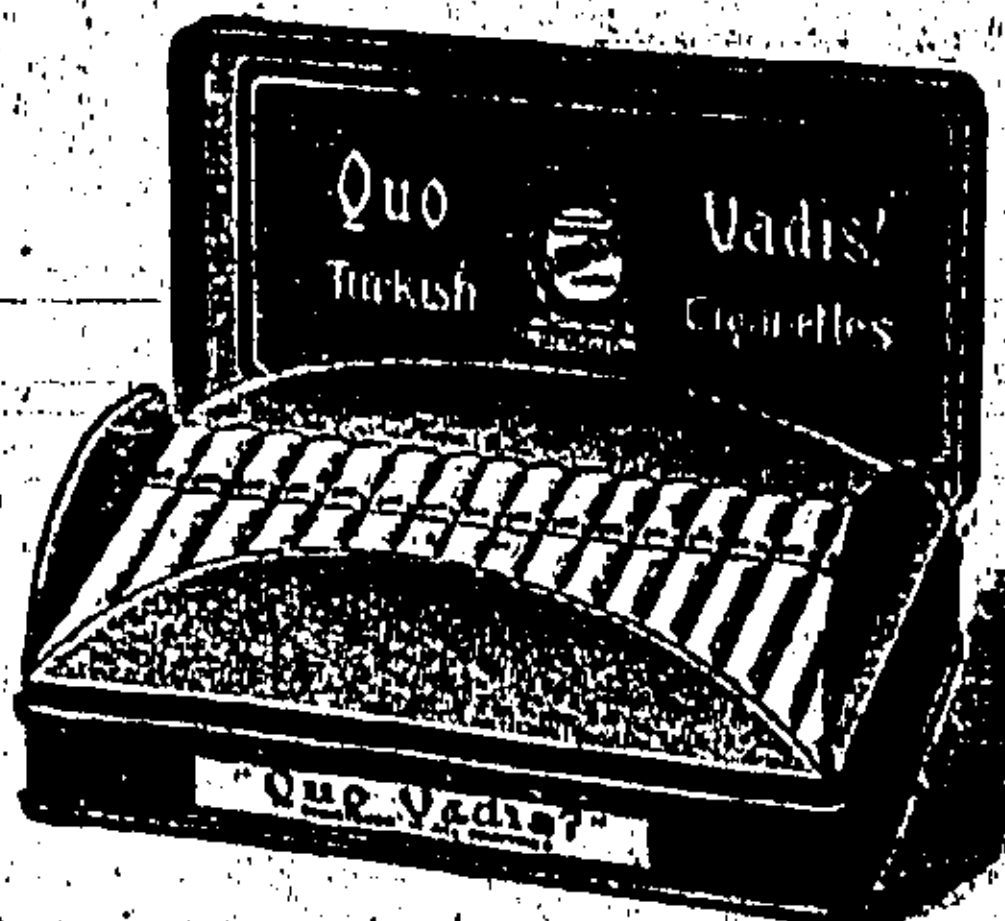
The Thecla was sailed by Mr. W. Withers, the Beatrice by Mr. McLennan, and the third yacht by Mr. W. Fleming.

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Handicap class, visitors or non-boat owning members only:—

Finishing time Corrected time  
H. M. S. H. M. S.  
Lilly 3 20 40 3 25 40  
Halcyon 3 34 25 3 31 25  
La Linda 3 34 35 3 34 35

The winning vessel was steered by Mr. Winckler, the second boat by Mr. Spencer and the La Linda by Mr. Friesland.

Ladies Heyward Hays Class race:—

Correct time  
h. m. s.  
White Rose 3 37 0  
Sirius 3 58 51

Mrs. Cox was in the winning boat, the Sirius being steered by Miss Taylor.

Ladies Motor Boat race:—

Finishing time Corrected time  
H. M. S. H. M. S.  
Sunes 3 29 21 3 29 21  
Quickstep 3 30 31 3 29 49

Miss Lillie Burn steered the first boat, and Mrs. J. W. Kew the Quickstep.

Ladies Gael Class race:—

Finishing time Corrected time  
h. m. s. h. m. s.  
Astoria 4 27 25 4 27 10  
Gael 4 28 22 4 28 7  
Thecla 4 29 35 4 29 0

The Astoria was steered by Miss D. Rodger, the Gael by Miss Wilton and the Thecla by Mrs. Brett.

A race was held for British service whalers and gigs, being won by Lieut. Dane and crew of H.M.S. Defence, while Mr. Cunningham and crew of H.M.S. Rosario were second.

Mrs. J. H. Taggart in presenting the prizes expressed her very great pleasure for the honour the Club had conferred upon her in asking her to perform the prize-giving. She had been delighted with the function and had seen nothing to equal it this side of California. (Applause)

Dr. Clarke, on behalf of the members of the C.Y.C. presented Mrs. Taggart with a silver flower vase ornamented by the Club's colours.

Cheers and a "tiger" brought the enjoyable day to a close.

LADIES AND COOLIES.

Chair-bearers Demand "Cumshaw."

Two ladies staying at the Hongkong Hotel appeared at the Police Court, this morning, to prosecute four coolies from the Peak for demanding "cumshaw" from them and not completing a journey.

Mr. P. P. J. Wodehouse pointed out to Mr. Molbourne that it was stated that the men ran away because the ladies wanted to photograph them in the chair. The ladies had said that the men asked for "cumshaw."

His Worship:—Did you ask for cumshaw?

First Defendant:—We did not ask for cumshaw; the mistress gave us a five-cent piece each.

His Worship:—Did you ask for cumshaw to be photographed?

First Defendant:—We asked for cumshaw because they had already taken the photograph. They would not give us cumshaw so we ran away.

Coolies Object.

The first complainant said she was staying at the Hongkong Hotel and about four in the afternoon, on Saturday, along with another lady, she engaged two chairs by the Peak Hotel. They asked to be taken up the Peak and then to the Hongkong Hotel, and the men asked for thirty cents for the first hour and twenty cents for each succeeding hour. When they had travelled a few yards she stopped her chair to take a photograph of her friend. The men demanded cumshaw and they were given five cents each. They had been in the chairs only ten minutes. They desired to go to the flagstaff first and the coolies were directed to go there. They refused the money she afterwards offered.

Mr. Wodehouse:—When the coolies refused the money was it made clear that you wanted the chair coolies to go to the flagstaff?

Complainant:—I thought so. We were so sure where we wanted to go and they were hired to take us up, and the Indian told them we wanted to go to the top and also to the Hongkong Hotel. It would be hard for me to know what they understood or not. We told them plainly what we wished to do.

Another lady corroborated the story of the first witness.

A third lady gave corroborative evidence.

The defendants said they were offered ten cents for the journey and they refused it. The ladies wanted to take their photos in the chairs.

A Misunderstanding.

His Worship:—I think in this case there is a misunderstanding. Mr. Wodehouse:—To a certain extent your Worship, yes.

His Worship:—These men don't seem to understand what was wanted, or that they should go the whole journey.

Mr. Wodehouse:—The young lady says that one of the ladies pointed up the hill as they might have known by that or formed some idea.

His Worship:—The trouble seems to be about a photo.

Mr. Wodehouse:—Well the coolies thought that when they put their ladies down for the photograph to be taken, that was as far as they wished to go. They were willing to be photographed if they were paid.

His Worship:—There is a general misunderstanding.

Mr. Wodehouse:—I think the ladies thought the Indian told them (the coolies) more than he actually did. The ladies thought he had given them full instructions and that would cause further trouble. They said they wanted to go such a distance and the Indian has told them they wanted to go up the hill.

Discharged.

His Worship:—If there was no doubt about it, it is a very serious offence. Ladies, I think there is rather a misunderstanding here and I have to discharge the defendants. Of course it is a very serious offence if they are found guilty, and the penalty would be very severe. I must thank you very much for coming up. I am afraid it has wasted a lot of your time coming here and giving evidence. Defendants discharged.

DAIRY FARM NEWS.

DAIRY FED PORK

Charles Lamb in his dissertation on the FIG, was the first to tell us how the Chinese love their pig—dead and roasted; but it is not for us! We know that pig, and SOME of the things he is fed on—but not all!

Ah; but this is DAIRY FARM PIG, a dainty little fellow, fed on the fat of the land, DAIRY FARM MILK and all the good things in pigdom.

Is there any difference in Pork? Well, for goodness sake, where do you live? Buy it, try it; eat it, then you will KNOW. Cooked to a turn—the Chinese know how—and the "crackling"—UM.

Don't wait for Christmas, you may be dead before that—and so may the pig!  
October 18, 1912.

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"It Extends the Span Of Life."

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„ Dozen of Quarter Bottles ... \$ 1.25

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"E. of India" ...	Jan. 11	"E. of Ireland" ...	Feb. 7

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YOKOHAMA, KOBE & MOJI	YATSHING	Wednesday, 13th Nov., Noon
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Thursday, 14th Nov., Noon
SHANGHAI	KWONGSANG	Thursday, 14th Nov., Noon
STORE & SOURADAYA	CHUNGSANG	Saturday, 16th Nov., Noon
MANILA	LOONGSANG	Saturday, 16th Nov., 2 P.M.
SANDAKAN	MAUSANG	Saturday, 16th Nov., 4 P.M.
SEAI, KOBE & MOJI	NAMSANG	Monday, 18th Nov., Noon
MANILA	YUENSANG	Saturday, 23rd Nov., 2 P.M.

RETURN TOURS TO JAPAN (Occupying 24 days).  
The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Laisang" and "Kumsang" leaving Hongkong at regular intervals for Moji and Kobe and returning thence direct to Hongkong. Time occupied 16 days.  
These vessels have all modern improvements and are fitted throughout with Electric Light.

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† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dairen, Weihaiwei, Tsingtau and Newchwang.  
† Taking Cargo on Through Bills of Lading to Kintai, Labad Daire, Simpoora, Tawao, Utsun, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LD.  
Telephone No. 215.

## THE ROYAL MAIL STEAM PACKET COMPANY "SHIRE" LINE SERVICE

PROJECTED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

For	Steamers	DATE OF DEPARTURE.
LONDON & ANTWERP	FLINTSHIRE	20th Nov.
SHANGHAI, KOBE & YOKOHAMA	MONMOUTHSHIRE	30th Nov.
SHANGHAI, KOBE & YOKOHAMA	PEMBROKESHIRE	10th Dec.
LONDON & ANTWERP	DENBIGHSHIRE	28th Dec.
LONDON & ANTWERP	MONMOUTHSHIRE	24th Jan.

\* Does not carry passengers.  
These steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.  
For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., LD.

AGENTS.

## HONGKONG, CANTON, MACAO, AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

CANTON TO HONGKONG

MONDAY, 11th NOVEMBER.

10.00 p.m. "KINSHAN." 5.00 p.m. "FATSAN."

TUESDAY, 12th NOVEMBER.

8.00 a.m. "HEUNGSHAN." 8.00 a.m. "HONAM."

10.00 p.m. "FATSHAN." 5.00 p.m. "KINSHAN."

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin. Electric Fan in each Cabin.

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651 S.S. "SUI AN," Tons 1651

HONGKONG TO MACAO.

Week days at 8 A.M. &amp; 2 P.M. from the Company's Wing Lok Street Wharf. Sunday at 9 A.M. &amp; 12.30 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. &amp; 2 P.M. Sunday, at 7.30 A.M. &amp; 5 P.M.

EXCURSION TO MACAO

SUNDAY, 17th NOVEMBER.

The Company's Steamship.

"SUI AN."

will depart from the Company's WING LOK STREET WHARF at 9 A.M. and return from Macao at 5 P.M.

The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 12.30 P.M. from the Company's WING LOK STREET WHARF.

This steamer connects with the excursion steamer returning from Macao at 5 P.M.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. HOI-SANG, 457 Tons.

Departures from Macao to Canton on Mon, Wednes., &amp; Fri., at 9 P.M.

Departures from Canton to Macao on Tue., Thurs., &amp; Satur., at 4.30 P.M.

JOINT SERVICE OF

HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 Tons, and "NANNING," 589 Tons.

One of the above steamers leaves Canton for Wuchow every Monday.

Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers.

"LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

HOTEL MANSIONS (FIRST FLOOR)

Opposite the Blake Pier.

## Shipping

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

Destination.	Steamers	Sailing Dates.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO, SUMATRA & PORT SAID	IYO MARU, Capt. S. S. Sato, T. 12,500 HIRANO MARU, Capt. F. Frater, T. 10,000	WEDNESDAY, 20th Nov., at Daylight WEDNESDAY, 4th Dec., at Daylight
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKOHAMA, OMI, & YAMATO	SINABA MARU, Capt. S. Tomimaga, T. 12,500 SHIDZUOKA MARU, Capt. T. Iizawa, T. 12,500	TUESDAY, 19th Nov., at Noon TUESDAY, 3rd Dec., at Noon
SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU, Capt. M. Yagi, T. 9,800 KUMANO MARU, Capt. M. Winkler, T. 9,800	FRIDAY, 22nd Nov., at Noon FRIDAY, 20th Dec., at Noon
CALCUTTA via SINGAPORE, PENANG & RANGOON	TOSA MARU, Capt. S. Sato, T. 12,500	SATURDAY, 16th November
Kobe & Yoko	KAMO MARU, Capt. P. L. Sommer, T. 10,000	THURSDAY, 21st Nov., at 11 A.M.
N'SAKI, KOBE & YOKOHAMA	KUMANO MARU, Capt. M. Winkler, T. 9,800	WEDNESDAY, 20th Nov., at Noon

SYDNEY & MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU, Capt. M. Yagi, T. 9,800 KUMANO MARU, Capt. M. Winkler, T. 9,800	FRIDAY, 22nd Nov., at Noon FRIDAY, 20th Dec., at Noon
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CALCUTTA via SINGAPORE, PENANG & RANGOON	TOSA MARU, Capt. S. Sato, T. 12,500	SATURDAY, 16th November
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Kobe & Yoko	KAMO MARU, Capt. P. L. Sommer, T. 10,000	THURSDAY, 21st Nov., at 11 A.M.
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N'SAKI, KOBE & YOKOHAMA	KUMANO MARU, Capt. M. Winkler, T. 9,800	WEDNESDAY, 20th Nov., at Noon
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† Fitted with a system of wireless telegraphy.

## PASSENGER SEASON FOR 1913.

Steamer.	Tons displacement.	Leaving H.K.
Mishima Maru	16,000	29th January.
Kaga Maru	12,500	12th February.
Asuta Maru	16,000	26th February.
Hitsachi Maru	16,000	12th March.
Miyasaki Maru	16,000	26th March.
Kitsano Maru	16,000	9th April.
Iyo Maru	12,500	23rd April.
Hirano Maru	16,000	7th May.
Taigo Maru	18,500	21st May.
Inaba Maru	12,500	11th February.
Shidzuoka Maru	12,500	25th February.
Tamba Maru	12,500	11th March.
Awa Maru	15,500	25th March.
Sado Maru	12,500	4th April.
Yokohama Maru	12,500	22nd April.
Inaba Maru	12,500	6th May.
Shidzuoka Maru	12,500	20th May.

(Subject to change without notice.)

T. KUSUMOTO, Manager.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To SAIL
SHANGHAI	"KWEILIN"	12th Nov. Noon.
SHANGHAI	"SHAHSING"	12th " Noon.
MANILA, CEBU & ILOILO	"TEAN"	12th " 4 P.M.
HAIPHONG	"SINGAN"	13th " 10 A.M.
SHANGHAI	"CHENAN"	14th " 4 P.M.
WEIHAIWEI & TIENTSIN	"HUICHOW"	16th " 4 P.M.
SHANGHAI	"LINAN"	16th " M'night.

This steamer has superior accommodation with Electric Light throughout and Electric Fans in State-rooms. A daily qualified Doctor is carried. Reduced Fares, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—Two "Grew" Steamers "Tea" and "Taming," saloon accommodation amidships; electric fans fitted; extra state-rooms on deck; aft. Saloon accommodation of s.s. "Kalfong" is situated on deck; aft. Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anan, Onuma, Chinua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. Leave Hongkong for Shanghai direct every Thursday and Friday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Reduced Fares.—Single \$45. Return \$75.

NEW SERVICE.

SHANGHAI TO ANTUNG

Sailing on alternate Wednesdays.

For Freight or Passage apply to

T. K. K. &amp; Co., 26, Hongkong, 9th November, 1912.

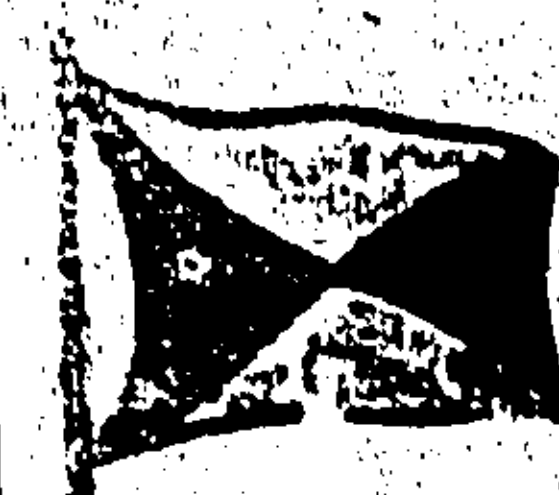
BUTTERFIELD &amp; SWIRE.

Agents.

## Shipping

## HONGKONG—PHILIPPINES.

## PHILIPPINES STEAMSHIP CO.



Steamship.	Tons.	Captain.	For	Sailing Date.
ZAFIRO	4000	F. E. Cross.	Manila, Mangarin, Iloilo and Cebu.	SATURDAY, 16th Nov., 4 P.M.
RUBI	4000	J. Miller.	Manila, Mangarin, Iloilo and Cebu.	WEDNESDAY, 27th Nov., 4 P.M.

For Freight or Passage apply to:

SHEWAN TOMES &amp; CO., GENERAL MANAGERS

Hongkong 8th November, 1912.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA AND JAPAN.

From	Expected on or about	For	Will leave on or about
Tilbodas	JAVA	1st half Nov.	SHANGHAI, 1st half Nov.
Tilbarcom	JAPAN	1st half Nov.	JAVA, 1st half Nov.
Tilmah	JAPAN	2nd half Nov.	JAVA, 2nd half Nov.
Tiljiwang	JAPAN	2nd half Nov.	JAVA, 2nd half Nov.
Tilmanock	JAVA	2nd half Nov.	JAPAN, 2nd half Nov.
Tiljatlap	JAVA	1st half Dec.	JAPAN, 1st half Dec.
Tiljini	JAVA	1st half Dec.	SHANGHAI, 1st half Dec.
Tilpanas	JAVA	2nd half Dec.	JAPAN, 2nd half Dec.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375 York Building.

## TOYO KISEN KAISHA

Imperial Japanese Trans-Pacific Mail Line.

## SAN FRANCISCO LINE

Connecting with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines to Europe.

PROPOSED SAILING FROM HONGKONG. (Subject to alteration.)

Steamer	Tons	Captain	Date of sailing
S.S. "Shinyo Maru"	21,000	H. S. Smith	Nov. 28th, Noon.
S.S. "Chiyo Maru"	11,000	W. W. Greene	Dec. 21st, Noon.
S.S. "Nippon Maru"	21,000	A. G. Stevens	Jan. 11th, Noon.
S.S. "Tenyo Maru"	21,000	E. Bent	Jan. 17th, Noon.

These steamers are equipped with Turbine Engines and Triple Scows.

All steamers carry Japanese Government wireless telegraph and post office.

The steamer "Shinyo Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 26th Nov., at Noon.

INTERMEDIATE SERVICE.

The twin screw steamer "Nippon Maru" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on SATURDAY, the 11th January, 1913, at Noon.

## SOUTH AMERICAN LINE.

In connection with the National Railway of Mexico at Manzanillo and the Tehuantepec National Railway at Salina Cruz.

Only Regular Direct Service to Mexican, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (Subject to alteration.)

Steamer	Tons	Date of Sailing
Hongkong Maru	11,000	Tuesday, December 3, Noon.
Kiyo Maru	17,500	Saturday, February 1, Noon 1913
Bayo Maru	10,500	Thursday, April 3, Noon 1913.

For further particulars as to Passage and Freight, apply to

S. MORIMOTO, Agent.

(KING'S BUILDING Opposite Blake Pier)

## "THE BIG" 4 OF THE PACIFIC MAIL S.S. CO.

MONGOLIA	MANCHURIA	KOREA	SIBERIA
27,000 tons, twin screws.	27,000 tons, twin screws.	15,000 tons, twin screws.	15,000 tons, twin screws.
Also Nile, 11,000 tons, China, 12,000 tons, and Persia, 9,000 tons.			

From Hongkong calling at Shanghai, Nagasaki, Kobe (via Inland Sea), Yokohama and Hon. lulu (The Paradise of the Pacific). Through Service via New York to Europe.

SOME FEATURES OF SERVICE.

LIGHTS AND FANS Individual Electric Reading Light in each berth and Electric Fan in each State-room under passenger's control.

SWIMMING-TANK Is installed on deck for salt water plunge. Bathing suits on board.

SAND Filipino string Band Concerts each afternoon and evening and also during Tiffin and Dinner.

CULINARY The Cuisine is under the direct supervision of one of the world's most famous caterers.

GAMES AND AMUSEMENTS Deck Games, such as Casino, Shuffle board and all kinds of gymnastic sports are arranged during the voyage, as well as indoor amusements, such as musical entertainments, dances and amusements on deck are also arranged to while away the time.

WIRELESS AND SUBMARINE SIGNAL SERVICE The most powerful Wireless Telegraph apparatus is installed on all steamers, and Submarine Signal Service is used as an additional measure of safety.

BULK KEELS are fitted to the hulls to prevent rolling at sea, thus ensuring steadiness and constant comfort.

THE COSS Is not only by this route with its unrivalled opportunities, than by any other route.

For a return ticket to London the cost is but £20, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £25. For the INTERMEDIATE SERVICE First Class accommodation is provided for £1 to London (return ticket £24) and to San Francisco £25. SPECIAL RATES to officers, Army, Navy, Consular or Civil Service.

Steamers: \* Persia..... 9,000 Tons Starting, Nov. 12th, at 1 p.m.

Korea..... 18,000 " " Nov. 19th, at 1 p.m.

Siberia..... 18,000 " " Dec. 8th, at 1 p.m.

China..... 10,200 " " Dec. 10th, at 1 p.m.

Manchuria..... 27,000 " " Dec. 17th, at 1 p.m.

Nile..... 11,000 " " Dec. 31st, at 1 p.m.

Passengers holding through Tickets have the privilege of travelling by train between Kobe and Yokohama, free of charge.

\* Intermediate Steamers.

LET US PLAN AN ITINERARY FOR YOU

King's Building (Opp. Blake Pier) FRED J. HALTON, Telephone No. 141

Hongkong, 6th September, 1912. Agent.

Panama-Pacific International Exposition-San Francisco-1915.

## THO'S COOK &amp; SON,

Tourist, Steamship and Forwarding Agents,

Bankers, &amp;c.

Head Office for the Far East:—16, DES VUEX ROAD, HONGKONG

SHANGHAI: 2-5, Foochow Road. YOKOHAMA: 32, Water Street.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP

LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and

CASHED.

FOREIGN MONIES exchanged.

101, Queen's Office (—) LUDGATE HOUSE LONDON, E.C.

## LOG BOOK.

Woman Wireless Operator.

Miss Edith Coombs, a pretty girl with a wealth of red hair, will be the wireless operator on the steamer Roanoke when it sails on its next voyage from San Francisco to Portland and Astoria, says the "San Francisco Call." Miss Coombs is the first woman operator to sail out of this port, and the second woman operator on the Pacific coast, the first being Miss Mabel Kelso, who has been stationed for several months on the steamship Mariposa, which plies between Seattle and Alaskan ports. There has been some opposition to Miss Coombs going to sea as a wireless operator, as it is argued that gallantry on the part of the men of the vessel would not allow her to remain at her post during an accident. But Miss Coombs insists that the travelling public need have no fear as to their safety off her account, as she has decided to remain at her post of duty until the last flickering spark of electricity can be sent from the vessel. If necessary she will remain on board with the captain until the last has been cared for and the signals of distress sent. "Ladies first" will not apply to Miss Coombs.

The Modern Boiler House.



## Shipping

HAMBURG-AMERIKA  
LINIE.IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts Gesellschaft "HANSA."EAST ASIATIC SERVICE.  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO.

Marseilles, Havre, Bremen and Hamburg and New York.

Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste,  
Lisbon, Oporto, Genoa, and other Mediterranean Levantine, Black Baltic Sea and  
Ports, and all North and South American Ports.

## Next Sailings from Hongkong:

## OUTWARD.

For Shanghai, Kobe & Yokohama:  
S.S. LIBERIA.....12th Nov.  
" ALESIA.....18th Nov.  
" SAMBIA.....8th Dec.  
" ARBENIA.....17th Dec.  
" ALTMARK.....27th Dec.  
" GILLESPIE.....14th Jan.  
" O. J. D. AILERS.....25th Jan.  
" SUEVIA.....10th Feb.  
For Further Particulars, apply to—

## HOMEWARD.

For Marseilles & Hamburg:  
S.S. SCANDIA.....17th Nov.  
For Bremen, Hamburg & Antwerp:  
S.S. SITHONIA.....21st Nov.  
For Bremen & Hamburg:  
S. ARAGONIA.....23rd Nov.  
For Havre, Rotterdam & Hamburg:  
S.S. BAYERN.....2nd Dec.

Hamburg-Amerika Linie,  
Hongkong Office. [12]BRITISH INDIA S. N.  
CO., LTD.NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN  
Kobe, Hongkong and Rangoon.

## EASTWARD.

The S.S. "LAWADA," 3,369 tons, Captain C. H. Lane, will be  
despatched for KOBÉ on the 13th November, at Noon, to be followed on the  
21st November, by S.S. "WARDHA," Captain Evans, taking Cargo and  
Passengers at current rate.  
For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.,  
AGENTS.  
Telephone No. 213,  
Hongkong, 8th November, 1912. [147]

## LOG BOOK.

Black Sea Trade—Tonnage  
Scarce.

In view of the uncertainty as to the course of events in the Balkans, comparatively little business has been done at Baltic lately with Black Sea ports. Tonnage was very scarce, and the freight quoted was the highest for many years—namely, 20s. a ton. The Greek steamers that have been chartered dare not proceed to the Black Sea to fulfil their charges. "Just now," said a well-known ship broker to a "Globe" representative recently "the shipping season is in full swing, and about this time of the year there is usually a rush to get clear of the Azoff before November, when the ice sets in and navigation is rendered impossible. If the Dardanelles are closed, which will probably happen as soon as fighting begins, I fancy there will be such an outcry from the Great Powers interested in the Black Sea trade as will lead them to be opened up again. There are scores of British and other steamers blocked up in the Black Sea and the Azoff, and if the Straits were closed it would mean blocking the tonnage not only in the Black Sea and the Azoff, but on the Danube as well." A representative of one of the largest fleets trading with the Black Sea said the greatest difficulty was caused by the interruption of communications. A steamer, after being loaded with grain in the Black Sea, discharged its cargo at Port Said, or wherever it might be ordered and then proceeded to Constantinople to await further instructions. Meanwhile the owner negotiated freights and fixed up a charter in London, forwarding on particulars to the captain of the ship at Constantinople. Owing to the postal service being interrupted the ship was held up unless the owner cabled instructions, and there was the probability of telegraphic communication also being delayed in the event of hostilities. At present, Greeks control a large part of the Black Sea carrying trade, and Black Sea merchants have been refusing to charter for Greek or Austrian steamers. The effect has naturally been to send up freights, which generally speaking are about double what they were a year ago. A clause is now being inserted in the charter parties making the contract void in the event of the Dardanelles being closed upon the arrival of the steamer at Constantinople.

## Effect of Panama Canal Upon Battle-ship Designs.

From the particulars which have been published in America of the prospective dimensions of the battleship just authorized by Congress, it appears that the Panama Canal is likely to have a similar effect upon her design to that which the Suez Canal had upon some of the British battleships built about 15 years ago. The vessel, it is said, will have a displacement of 31,000 tons, as compared with the 27,500 tons of the two battleships authorized in 1911, and her length will be 630ft., as compared with 575ft. But there will not be any proportionate increase in the beam of the new vessel over that of the Oklahoma and Nevada, which is 95ft. The reason for this is said to be that the locks of the Panama Canal, being only 110ft. wide, would be hardly large enough to take safely a vessel with more than 100ft. beam. The appropriation Bill provides for a vessel "carrying as heavy armour and as powerful armament as any vessel of its class, to have the highest practicable speed and greatest desirable action." The heaviest armed vessels at present are the New York and Texas, built for the United States Navy, which carry ten 14in. guns, but the new battleship is expected to mount 12-14 in. guns. Secretary Meyer has already announced that the vessel will be called the Pennsylvania, the armoured cruiser at present designated having her name changed to Pittsburgh. As the naval authorities have not yet decided on the principal features in the design of the vessel, it will be five or six months yet before plans for her construction are completed by the constructive department, while a further two months will be occupied by the delivery and consideration of tenders. The keel of the Pennsylvania will, therefore, not be laid until about May of next year. In that case she should be completed towards the end of 1915 or early in 1916. The vessel, like the Oklahoma and Nevada whose construction has recently been put in hand, will burn oil fuel only, and it seems likely, therefore, that the Texas and New York—the former of which was launched on May 18 last, while the latter will be put off on October 30 next—will be the last coal driven battleships to be built for the American Navy. The only other battleships in hand are the Arkansas and Wyoming, authorized in 1909, of which the former was delivered at Philadelphia on August 29, while the latter is expected to be commissioned within the next few days.

## VESSELS TAKING CARGO.

## European Ports.

Destination.	Vessel's Name.	For Freight Apply To	To be Dispatched.
London and Antwerp	Flintshire	J. M. & Co.	20 November
London and Antwerp via Singapore, &c.	Nyanza	P. & O. Co.	13 Nov., about
Havre, Bremen and Hamburg, &c.	Scandia	H. A. L.	15 November
Bremen, Hamburg and Antwerp, &c.	Sithonia	H. A. L.	22 November
Marseilles, London, &c.	Iyo Maru	N. Y. K.	20 November
Cape Ports via Mauritius	Dunerio	Bank Line	Begin January
Rotterdam and Hamburg, &c.	Aragonia	H. A. L.	5 December
Trieste via Singapore, Penang & Colombo, &c.	Bohemia	S. W. & Co.	19 November
Naples, Genoa, Algiers, Gibraltar, Southampton	P. E. Friedrich	M. & Co.	13 November

## New York, San Francisco and Canada.

Boston and New York via Suez Canal	City of Baroda	Bank Line	25 Nov., about
Baltimore and New York	Saint Patrick	D. & Co.	14 Nov., about
Baltimore and New York via Suez Canal	Indrakula	J. M. & Co.	6 December
New York, via Suez Canal	Sandon Hall	Bank Line	5 December
San Francisco via Japan, &c.	Persia	P. M. Co.	12 November
San Francisco via Shanghai and Japan	Siberia	P. M. Co.	3 December
do do do do	Shinyo Maru	T. K. K.	20 November
San Francisco via Keelung and Japan, &c.	Korea	P. M. Co.	19 November
Victoria, B.C., and Seattle via Shanghai, &c.	Inaba Maru	N. Y. K.	19 November
Victoria, B.C., and Tacoma via Keelung, &c.	Mexico Maru	O. S. K.	12 November
Vancouver	Monteagle	O. P. R. Co.	14 December
Vancouver, &c.	Lord Curzon	Bank Line	20 November
Vancouver via Shanghai and Japan, &c.	Empress of Japan	O. P. R. Co.	16 November
Mexico, Peruvian and Chili via Japan	Hongkong Maru	T. K. K.	3 December

## Australia.

Australian Ports	Nikko Maru	N. Y. K.	22 November
do do	Tuiyuan	B. & S.	28 November
Australian Ports via Manila	Prinz Sigismund	M. & Co.	30 November

## Singapore, Coast Ports and Japan.

Batavia, Cheribon, Samarang, &c.	Tjitaroom	J. O. C. L.	Quick despatch
Kudat and Sandakan	Borneo	M. & Co.	Middle November
Bombay via Singapore and Penang	Capri	C. & Co.	13 November
Bombay via Singapore and Colombo	Kawachi Maru	N. Y. K.	11 November
Singapore, Penang and Calcutta	Fooksang	J. M. & Co.	14 November
Singapore, Penang, Rangoon and Calcutta	Toss Maru	N. Y. K.	16 November
Sandakan	Mausang	J. M. & Co.	16 November
Chinwantao	Onsang	J. M. & Co.	11 November
Japan	Lawada	J. M. & Co.	13 November
do do	Tjiliwong	J. O. C. L.	Quick despatch
Japan, &c.	Alesia	H. A. L.	19 November
Kobe and Yokohama	Prinz Sigismund	M. & Co.	12 Nov., about
do do	Kamo Maru	N. Y. K.	21 November
Nagasaki, Kobe and Yokohama	Kumano Maru	N. Y. K.	20 November
Yokohama, Kobe and Moji	Yutshing	J. M. & Co.	13 November
Yokohama and Kobe via Shanghai	Persia	S. W. & Co.	30 November
Anping and Toka via Swatow and Amoy	Sosho Maru	O. S. K.	13 November
Tientsin	Cheongshing	J. M. & Co.	12 November
Haiphong	Huichow	B. & S.	13 November
Kwang-chow-wang and Haiphong	Si-Kiang	M. M. Co.	20 November
Swatow, Amoy and Foochow	Haiyang	D. L. & Co.	12 November
do do	Huiching	D. L. & Co.	15 November
Manila	Loongsang	J. M. & Co.	18 November
Manila, Cebu and Iloilo	Tean	B. & S.	12 November
Manila, Mangarin, Iloilo and Cebu	Zafiro	S. T. & Co.	16 November
Shanghai, Tsingtau, Kobe and Yokohama	Prinzess Alice	M. & Co.	13 Nov., about
Shanghai, Moji and Kobe	Wakasa Maru	N. Y. K.	20 November
Shanghai, Moji, Kobe and Yokohama	Scilla	P. & O. Co.	14 November
Shanghai, Kobe and Moji	Namsang	J. M. & Co.	18 November
Shanghai, Kobe and Yokohama	Liberia	H. A. L.	12 November
do do do	Kirin Maru	N. Y. K.	11 November
do do do	Ernest Simons	M. M. Co.	18 November
do do do	Monmouthshire	J. M. & Co.	30 November
Shanghai and Japan	Ceylon	A. N. & Co.	17 November
Shanghai	Tjilatjap	J. O. C. L.	Quick despatch
do do	Tjibodas	J. O. C. L.	Quick despatch
do do do	Kwongsang	J. M. & Co.	17 November
do do do	Devanha	P. & O. Co.	21 November

## Fire on N. D. L. Princess Alice.

The s.s. "Princess Alice" on her voyage from Suez to Aden had a fire on board in No. 5 hold. In order to extinguish the fire the hold had to be flooded. The damaged cargo has been discharged at Aden and the steamer left the latter port on the 28th of October at 1 p.m. No damage occurred to the steamer. A general average has been declared and a deposit of 5 per cent. has to be paid before the goods can be delivered to consignees.

## To Sail

SOCIETA NAZIONALE DI  
SERVIZI MARITIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

(Taking Cargo at through rates to Port Said, Messina, Naples, Genoa and Leghorn, also Venice and Trieste, all Mediterranean, Adriatic, Barcelona, Valencia, Alicante, Almeria and Malaga, Levantine and South American Ports up to Calicut.)

THE Steamship  
"CAPRI."  
Capt. Ameraga, will be despatched as above on WEDNESDAY, the 18th inst., at Noon.  
For further particulars regarding freight and passage, apply to  
CARLOWITZ & CO.,  
Agents.  
Hongkong, 8th Nov., 1912. [145]

## To Sail

THE AMERICAN & MAN-  
CHURIAN LINE.

(Bucknall Steamship Lines, Ltd.)

FOR NEW YORK via SUEZ  
CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"GANDON HALL"

Captain O. Rowlands, will be despatched from this port on or about THURSDAY, 8th December.  
For Freight and further particulars, apply to—

THE BANK LINE, LIMITED.

General Agents,  
Hongkong, 4th Nov., 1912. [187]AMERICAN & MANCHURIAN  
LINE.

(Bucknall Steamship Lines, Ltd.)

FOR BOSTON AND NEW YORK  
via SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

THE Steamship

"CITY OF BARODA"

Captain Houghton, will be despatched from this port on or about MONDAY, the 25th November.  
For Freight and further particulars, apply to—

THE BANK LINE, LTD.

General Agents,  
Hongkong, 16th Oct., 1912. [160]

## To Sail

FOR SINGAPORE, PENANG,  
RANGOON & CALCUTTA.

(Taking cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"ABRATON APGAR"

Capt. R. E. Thomson, will be despatched as above ports on WEDNESDAY, the 18th inst., at 1 p.m.  
For further particulars, apply to—

DAVID SASSOON & CO., LD.,  
Agents,  
Hongkong, 6th Nov., 1912. [189]

## Regular Steamship Service

With liberty to call at the  
Malabar Coast.

PROPOSED SAILING FROM HONGKONG.

FOR NEW YORK.

S.S. "SAINT" on or about 15th  
PATRIOT " 11 November.

FOR NEW YORK.

S.S. "ERROLL" on or about  
14th Nov.

For Freight and further information, apply to—  
DODWELL & CO., LTD.,  
Agents,  
Hongkong, 9th Nov., 1912. [160]

MOVEMENTS OF  
STEAMERS.VESSELS ADVERTISED TO  
DEPART TO-MORROW.

For	Vessel
Haiphong,	Singen.
Swatow,	Haiyang.
Tientsin,	Cheongshing.
Tacoma,	Mexico-maru
San Francisco,	Persia.
Macao,	Sui Tai.
Philippines,	Tean.
Shanghai,	Liberia.
Japan,	Prinz Sigismund.

VESSELS ADVERTISED TO  
ARRIVE TO-MORROW.

From	Vessel
Singapore,	Gloosok.
Singapore,	Yatsuhing.
Singapore,	Lawada.

## AMERICAN MAIL.

The P. M. S. S. Co.'s s.s. Siberia left San Francisco for Hongkong via Honolulu, the Japan ports, Shanghai and Manila, on Saturday, the 26th ult.

The P. M. S. S. Co.'s s.s. Persia will be despatched from this port for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday, the 12th inst., at 1 p.m.

The P. M. S. S. Co.'s s.s. China sailed from San Francisco for Hongkong via Honolulu, the Japan ports and Shanghai on Saturday, the 2nd inst.

The T. K. K. s.s. Shinyo Maru arrived at Yokohama from Honolulu on the 5th inst., and was to leave again for Hongkong on the morning of the 8th inst.

The T. K. K. s.s. Chiyo Maru arrived at San Francisco from Honolulu on Monday, the 4th inst., and leaves again for Hongkong on the 15th inst.

The T. K. K. s.s. Nippon Maru left Kobe for Yokohama on the 6th inst., where she was due on the evening of the 7th.

The P. M. S. S. Co.'s s.s. Korea will be despatched from this port for San Francisco via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu on Tuesday, the 19th inst., at 1 p.m.

## CANADIAN MAIL.

The U. P. R. Co.'s s.s. Empress of India left Yokohama for Victoria and Vancouver, B.C., on Tuesday, the 5th inst., at noon.

The O. P. R. Co.'s s.s. Monteagle left Vancouver, B.C., for Hongkong (via usual ports of call) on Thursday, the 7th inst., a.m.

## FRENCH MAIL.

The M. M. s.s. Paul Leost, with the outward French mail, will leave for Europe on the 19th inst., at 1 p.m.

## AUSTRALIAN MAIL.

The E. & A. s.s. Empress left Sydney for this port (via Queensland ports and Manila) on October 29th.

The N. Y. K. s.s. Kaiman Maru Australian Line, left Sydney for this port via ports on the 30th ult., and is expected here on the 18th inst.

## MERCHANT STEAMERS.

The Barber Line s.s. Wray Castle sailed from New York on the 18th August, for Hongkong via the Straits.

The Bank Line s.s. Polaris sailed from New York on the American and Oriental Line service for Far Eastern ports via Suez Canal on the 5th ult.

The s.s. Saigoon left Rangoon on the 30th ult., for Hongkong via Penang and Singapore and is expected to arrive here on the 11th inst.

The Mogul Line s.s. Lorat sailed from the United Kingdom on the 26th October for the Far East via the Straits.

The N. Y. K. s.s. Wakasa Maru Bombay Line left Bombay for this port via ports on the 1st inst., and is expected here on the 19th inst.

The D. L. s.s. Tien is expected here on or about the 28th inst.

The Bank Line s.s. Thor which left Japan on the 3rd inst., p.m., is due here on the 19th.

The s.s. Glenside left Singapore on Wednesday, the 8th inst., and is due here on Tuesday, the 12th inst., p.m.

The I. O. S. N. Co.'s s.s. Yatsuhing, from Singapore, is due at Hongkong on the 12th inst., and leaves for Japan on the 14th inst.

The I. O. S. N. Co.'s s.s. Namsang, from Calcutta, is due at Hongkong on the 17th inst., and leaves for Shanghai and Japan on the 19th inst.

The Shire Line s.s. Monmouthshire, from London is due at Hongkong on the 30th inst. She passed Canal on the 28th ult.

The B. I. S. N. Co.'s s.s. Lawada, from Singapore, is due at Hongkong on the 12th inst., and leaves for Japan on the 14th inst.

The Swedish East Asiatic Co.'s s.s. Cayton left Suez on the 24th ult., and is expected to arrive here on or about the 19th inst.

The T. K. K. s.s. Hongkong Maru left Yokohama for Kobe on the 6th inst., and is expected here on the 19th inst.

The T. K. K. s.s. Kiyo Maru leaves Iquique for Callao on the 10th inst., where she is due on the 13th inst.

The T. K. K. s.s. Bayo Maru left Honolulu for Manzanillo on the 4th inst., and is due there on the 18th inst.

The H. A. L. s.s. Liberia left Singapore on the 5th inst., a.m., and may be expected here on or about the 11th inst., a.m.

## VESSELS IN PORT.

## Steamers.

Arctoon Apar, Br. s.s., 2,031, R. F. Thomson, 8th Nov.—Moji 8th Nov., Gen.—D. S. & Co.

B. ni Maru, Jap. s.s., 2,369, Y. Mase, 4th Nov.—Kobe 22nd Oct., Gen.—D. S. & Co.

Capri, It. s.s., 2,680, A. De Ameraga, 8th Nov.—Bombay and Singapore 18th Oct., Gen.—Bhen Meyer.

Cheongshing, Br. s.s., 1,231, Liddell, 2nd Nov.—Canton 1st Nov., Gen.—J. M. & Co.

Chun Sang, Br. s.s., 1,418, Matlock, 8th Nov.—Sourabaya and Krakatau 29th Oct., Sugar.—J. M. & Co.

Drufar, Nor. s.s., 1,103, J. Bing, 7th Nov.—Bangkok via Swatow 5th Nov., Gen.—Kin Tay Loong.

Empress of Japan, Br. s.s., 3,039, S. Robinson, a.m. 7th Nov.—Vancouver 16th Oct., and Shanghai 5th Nov., Mail and Gen.—O. P. R. Co.

Haiyang, Br. s.s., 1,363, E. Hodgins, 9th Nov.—Foochow, Amoy and Swatow 8th Nov., Gen.—D. L. & Co.

Korea, Am. s.s., 3,551, A. W. Nelson, 8th Nov.—San Francisco via Ports 13th Oct., Mail and Gen.—P. M. Co.

Kumohow, Br. s.s., 1,600, Martin, 4th Nov.—Salon 5th Oct., Gen.—Man Fat & Co.

Kwellin, Br. s.s., 1,238, E. Errake, 8th Nov.—Canton 7th Nov., Gen.—B. & S.

Laertes, Br. s.s., 1,340, Page, 23rd Oct.—Salon 17th Oct., Gen.—Wo Fat Sing.

Mosher, Ger. s.s., 998, R. G. Zolner, 7th Nov.—Bangkok and Swatow 6th Nov., Bloe.—B. & S.

Mo-pi, Br. s.s., 1,460, Uidall, 8th Nov.—Java via Singapore 2nd Nov., Gen.—Chinese.

Mexico Maru, Jap. s.s., 3,739, N. Kobayashi, 6th Nov.—Shanghai 5th Oct., Mail and Gen.—P. M. S. Co.

Michael Jensen, Ger. s.s., 951, T. Petersen, 4th Nov.—Haiphong and Hothow 8th Oct., Gen.—J. & Co.

Pao ing, Br. s.s., 1,078, Barkus, 9th Nov.—Canton 8th Nov., Gen.—B. & S.

Persia, Am. s.s., 2,744, J. Hill, 2nd Nov.—San Francisco via Shanghai 5th Oct., Mail and Gen.—P. M. S. Co.

Taron Maru, Jap. s.s., 3,126, Niral, 6th Nov.—Munran, Canal.—M. B. K.

Tean, Br. s.s., 1,274, A. W. Outerbridge, 8th Nov.—Manila 5th Nov., Gen.—B. & S.

Trocas, Br. s.s., 3,457, E. Tarnoch, 7th Nov.—Yokohama 28th Oct., Bulk cargo.—E. & A.







## COMMERCIAL

## Messrs. Setna's Report.

Messrs. S. D. Setna and Co.'s Fortnightly Report, dated Nov. 9 states:—

**Bengal Opium.**—No business reported. Market quiet. Clearances during the fortnight of about 130 Chests comprising of 18 Chests of Patna New, 62 Chests of Patna Old, 47 Chests of Benares New, and 12 Chests of Benares Old. Shipments about 40 Chests of Patna Old. Unsold Stock, Patna New 85 Chests, Patna Old 147½ Chests, Benares New 240 Chests, and Benares Old 316 Chests, in all about 2117 Chests. Uncleared stock, Patna New 38 Chests, Patna Old 77½ Chests, Benares New 155 Chests, Benares Old 106 Chests, in all about 1075 Chests. Nominal Quotations:—Patna New \$3600, Patna Old \$3500, Benares New \$3600, Benares Old \$3500.

**Malwa Opium.**—Sales are reported in New 10 Chests at \$2950, and Old 10 Chests at \$2975, in all about 20 Chests. Clearances about 154 Chests. Shipments about 106 Chests. Unsold Stock about 852 Chests. Uncleared stock about 284 Chests. Closing Quotations:—New \$2900 at \$2950, Old \$2950 at \$3000.

**Silk.**—A few sales are reported in best chops. Prices here show a little or no change.

**Cotton.**—As there is no stock of Bengal as well as other India Cotton, it is very difficult to quote prices. Sales are reported in Chinese Cotton, about 1000 Bales at \$28 to 30 per picul.

**Yarn.**—During the fortnight under review, our Yarn market ruled steady, and sales of selected threads are only reported of about 5350 Bales, comprising of 200 Bales, of No. 6s, 2350 Bales of No. 10s, 1575 Bales of No. 12s, 125 Bales of No. 16s, and 1100 Bales of No. 20s. Arrivals about 9700 Bales. Shipments about 5000 Bales. Unsold stock about 13000 Bales. Sold but uncleared stock about 33000 Bales.

**Local Mill's Yarn.**—Sales are reported in No. 10s, at \$122-125, No. 12s, at \$120, No. 16s, at \$134, and No. 20s, at \$141, of about 1000 bales in all.

**Japanese Yarn.**—No business is reported.

**Sundry Articles.**—In Imports sales are reported in Bezor Stone at \$146 (per Catty), Borneal at \$120 (per picul), Ivory at \$720 (per picul), Kismis at \$6 to 10, and at \$18 to 21 (per picul), Mavej at \$11 (per picul), Patchuck (Opolite) at \$90 (per picul), and Java Sugar at \$8½ (per picul). In Exports, purchases were made in Green Beans at \$4½ (per picul), Soy Beans at \$4½ (per picul), White Beans at \$4½ (per picul), Cassia Ligna at \$10½ to 16½ (per picul), Broken Cassia Ligna at \$12 (per picul) China Roots at \$10 (per picul), Groundnuts at \$10½ (per picul), Star Aniseed at \$34 to 38 (per picul), Turmeric at \$8 (per picul), and Dry Ginger at \$10½ (per picul).

**London Rubber Market.**—The East Asiatic Company's Daily Report for Nov. 1 says:—The market in London, yesterday, continued weak and declining.

The closing prices were:—  
Hard fine Para spot ..... 4/4  
Hard fine Para forward ..... 4/3  
First latex crepe, delivery three months ..... 4/14

## Para Rubber Estates.

Messrs. Behn, Meyer and Co., have received telegraphic information from London to the effect that the directors of the Singapore Para Rubber Estates, Ltd., have issued their annual report, declaring a dividend at the rate of nine per cent. for the past financial year, and recommending that \$2,082 be carried forward to next year.

## Ulu Piah Dividend.

Ulu Piah, Ltd., are paying an interim dividend of 20 per cent. This is the tenth interim dividend of 20 per cent. paid by this company on account of the current financial year.

**October Rubber Returns.**  
Pajam.—18,000 lbs.  
Bekoh.—1,700 lbs.  
Bukit Tamoh.—9,200 lbs., making a total for ten months of 76,972 lbs.

**Tebrun.**—Three months ending September 30, 49,107 lbs.; October 10,653 lbs., to date 59,760 lbs., to same date last year 22,148 lbs., increase 40,612 lbs.

## THE LATE PROFESSOR SKEAT.

## Some Interesting Features in His Career.

The "Daily Telegraph" has the following concerning Professor Skeat, whose death we reported three weeks ago.

A remarkable man has just died in the person of Rev. Dr. W. W. Skeat, Professor of Anglo-Saxon at Cambridge, and one of the greatest of British philologists—an enthusiastic lover of words for their own sake.

In the autobiographical introduction to his "Student's Pastime" he says:—

"I have never doubted that the work of a country clergyman is work of the noblest kind, with abundant opportunities of unobtrusive helpfulness. With such honest Christian work I could have been well content, and I had no ambition beyond it. But I can now believe that I was meant to labour in a different field. Each man has his appointed task; and I have long since loyally accepted the educational duty of endeavouring to instil into the minds of Englishmen the respect in which they ought to hold their noble literature and their noble language."

Happily he was not destined for the pulpit, nor for the arid but all-important abstractions of the higher mathematics.

Several years before his election to the professorship Skeat had been attracted to the Anglo-Saxon language and Early English literature. This devotion to ancient letters was no evidence of a mind devoted to pure or applied mathematics, and in 1878 Walter Skeat was professionally fixed in the great role for which his taste and talents alike fitted him—he was appointed to the newly created Elrington and Bosworth Professorship of Anglo-Saxon. From every point of view it was an auspicious appointment.

From the date of the appointment to the Cambridge professorship Skeat poured out a continuous stream of volumes embodying the results of his research. Considering the erudite quality of the work, it is probably without parallel in English authorship. Two volumes a year were his normal output, and the mere list of his productions takes up a large amount of space. He is, perhaps, best known for his standard editions of Chaucer and 'Piers Plowman' and for his great work, the 'Etymological English Dictionary.' His Chaucer was produced in 1894 in six volumes, with an edition in a single volume for general readers.

Professor Skeat's most notable achievement in the realm of pure philology is his 'Etymological English Dictionary.' The massive original was published in four parts, between 1879 and 1882, while a revised and enlarged edition appeared in 1910. Though it cannot perhaps justly be said that this opulent treasury of the origins of the English language has rendered possible the monumental Oxford work now being produced, it is assuredly the fact that it has enriched every succeeding treatise in the same category.

Professor Skeat, while anxious to preserve the tongue of Shakespeare and the Bible in all possible purity, considered some changes in the future, as there have been in the past, as inevitable. To the surprise of many scholars he expressed the view that the English of the future will to a large extent by what is the 'Cookney' of to-day which did not necessarily, however, imply approval of the English of the British metropolis.

He once observed: 'A certain type of society folk would doubtless be very annoyed if they knew that their little habit of dropping the final "g" in words really came to them from the masses. As a matter of grammar, he considered that the subjunctive mood in English was no longer necessary. Such expressions as "if it were not," and "if it be," are, he thought, out of date. The poets will hardly agree with him; but usage makes grammar, not grammar usage.

**Officers on the Roll.**  
Among the officers who left Southampton in the transport Rolla are—Lieut. A. Veitch, No. 87 Company Royal Garrison Artillery for Hongkong; Capt. T. B. Leigh, Royal Engineers, for

Ceylon; Lieut. J. P. G. Worledge, Royal Engineers, and Capt. C. J. Troyle-Bullock, 2nd Battalion Somerset Light Infantry, for North China; and Capt. R. L. Bourchier, Army Pay Corps, for Hongkong.

Officers of the Army Ordnance Department to embark in the same vessel are Capt. W. O. Everest, for Ceylon; Capt. T. A. Robertson, for Hongkong; Capt. B. A. Hill (Royal Marine Artillery), for North China; and Capt. W. H. Adams, for Singapore.

## Entertainments

## VICTORIA SKATING RINK.

This popular Rink will Re-open on SATURDAY, 9th Nov. 1912, at the 5 to 7 p.m. Session. Gaily Reduced Prices. SEE HAND BILLS. Hongkong, 7th Nov., 1912. [887]

## THEATRE ROYAL.

## the musical play "THE COOK"

AN IDYLL OF THE PEAK By Lieut. CROSSE.

TO BE PRECEDED BY A GRAND VARIETY ENTERTAINMENT

WEDNESDAY, November, 13th at 9.15 p.m. sharp

Prices as Usual. Soldiers and Sailors in Uniform 30 Cents Gallery.

Booking at MOUTRIE & CO, Hongkong, 31st Oct., 1912. 813

## THEATRE ROYAL THE ORIENTAL THEATRICAL COMPANY OF MANILA, P.I. PRESENTS

## FERRIS HARTMANN AND HIS TALENTED COMPANY INCLUDING

## MISS "MUGGINS" DAVIES AND WALTER DE LEON.

IN A REPERTOIRE OF NEW MUSICAL COMEDIES.

## TO-NIGHT. ONE NIGHT OFF.

Curtain at 9.15 p.m. Prompt. Circle \$3.50 Orchestra Stalls \$3.10 Stalls \$3.00 Pit \$2.00 Gallery \$1.00. Booking at Messrs. S. Moutrie & Co.

## Notice

## PEAK TRAMWAY CO. LIMITED.

## TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.45 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.
NIGHT CARS.	
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m.	every 15 minutes.
SUNDAYS.	
7.30 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 6.00 p.m.	" 15 min.
6.00 p.m. to 7.00 p.m.	" 10 min.
7.00 p.m. to 8.10 p.m.	" 10 min.
NIGHT CARS on Week Days.	
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12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 6.00 p.m.	" 15 min.
6.00 p.m. to 7.00 p.m.	" 10 min.
7.00 p.m. to 8.10 p.m.	" 10 min.
NIGHT CARS on Week Days.	
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m.	every 15 minutes.
SUNDAYS.	
7.30 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
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1.00 p.m. to 6.00 p.m.	" 15 min.
6.00 p.m. to 7.00 p.m.	" 10 min.
7.00 p.m. to 8.	



## LOCAL SPORT.

## Saturday's Cricket.

In a friendly match played at the Happy Valley on Saturday, the Kowloon C.C. beat Eng. St. E.C. Smith's XI. by 25 runs and three wickets. Lt. Wace made a good score of 56 not out. Scores:—

Eng. Lt. Smith's XI.	
Lt. Hamer c Evans b de	1
Rome	1
Lt. Marks c and b Wesser	1
Eng. Lt. Smith c Rouse b de	3
Rome	3
Lt. Farmer c and b de Rome	0
Mr. Swanton b Wesser	4
Mr. Rayment c and b Wesser	0
Lt. Wace not out	56
Dr. Oheary c Wesser b de	5
Rome	5
Maj. Morgan b Wesser	5
Mr. Calbert c and b Wesser	1
Rev. Ryan c and b Evans	17
Extras	3

Total ... 96

Bowling.	O.	M.	R.	W.
De Rome	14	0	34	4
Wesser	12	3	32	5
Evans	3	0	17	1
Scott	1	0	5	0

## K.C.C.

H.S. Rouse Retired	23
N. L. Railton b Farmer	11
J. H. Mead Stumped, b	
Morgan	45
F. Sutton b Wace	15
F. J. de Rome not out	12
L. F. Townsend b Rayment	4
E. J. Edwards b Wace	0
E. H. Scott, b W. Wace	2
B. D. Evans, not out	5
N. Croucher	
W. L. Wesser	1
Extras	4

Totals 7 wickets ... 121

Bowling.	O.	M.	R.	W.
Rayment	10	1	31	1
Farmer	7	1	22	1
Smith	5	0	19	0
Morgan	4	0	33	1
Wace	4	0	12	3

## Craigengower v. Civil Service.

Craigengower were again defeated on Saturday, this time by Civil Service in a friendly. Scores:—

Civil Service.	
R. C. Wittell b Taylor	27
H. A. Cox b Taylor	31
E. B. Reed c Noria b Taylor	1
H. Ellis b Taylor	4
R. E. O. Bird b Pestonji	2
E. W. Hamilton b Pestonji	2
R. C. Barlow b b. b. Pestonji	4
J. McKay b Taylor	1
R. P. Phillips b Pestonji	2
J. W. Lee-Jones run out	0
W. A. Wilson not out	0
Extras	18

Total ... 97

Bowling.	O.	M.	R.	W.
H. H. Taylor	11	3	41	5
C. Johnstone	4	0	18	0
G. A. Hancock	3	0	17	0
R. Pestonji	33	1	3	4

Taylor bowled six no-balls and Hancock three.

Craigengower.	
L. A. Rose b Wittell	0
H. H. Taylor b Wittell	20
J. V. Braga c Phillips b Bird	8
G. A. Hancock c Lee-Jones b Reed	20
C. Johnstone c Phillips b Bird	3
R. Pestonji c and b Reed	1
J. D. Noria b Bird	8
W. E. Rose c Wilson b	10
Witchell	10
W. H. Warrenner b Bird	0
W. Mooney, not out	0
S. R. Batiwara c Wilson b	3
Witchell	19
Extras	19

Total ... 92

Bowling.	O.	M.	R.	W.
E. B. Reed	8	0	27	2
R. C. Wittell	10	3	18	4
E. E. O. Bird	7	2	22	4
E. W. Hamilton	1	0	8	0

## Kowloon v. Mr. Thurstfield's XI.

Mr. Thurstfield's XI.	
A. R. Raven c and b Lloyd	4
F. J. Jewell, c Thurstfield,	
b Warburton	10
Capt. Liddell, run out	7
C. Brown, c Lambe b	50
Warburton	10
W. J. Elson, run out	0

Total ... 90

An interesting match was played on Saturday at Kowloon between the Kowloon C.C. and Mr. Thurstfield's XI. The latter winning by 4 runs and 7 wickets. Three of the batsmen for Mr. Thurstfield were men in the Shanghai Team, Murial, Crookwell, and Lambe, these three being responsible for 104 runs out of 147, without any of them losing their wicket. Scores:—

Kowloon C.C.	
A. R. Raven c and b Lloyd	4
F. J. Jewell, c Thurstfield,	
b Warburton	10
Capt. Liddell, run out	7
C. Brown, c Lambe b	50
Warburton	10
W. J. Elson, run out	0

Total ... 90

Mr. Thurstfield's XI. The latter winning by 4 runs and 7 wickets. Three of the batsmen for Mr. Thurstfield were men in the Shanghai Team, Murial, Crookwell, and Lambe, these three being responsible for 104 runs out of 147, without any of them losing their wicket. Scores:—

Total ... 90

Total ... 90

Total ... 90

Total ... 90

Total ... 90

Total ... 90

Total ... 90

Total ... 90

D. J. Mackenzie, c Thurstfield	19
b Lambe	2
W. Curwen, run out	19
H. E. Goldsmith, not out	19
C. W. Jeffries, c and b	
Lambe	5
H. E. Holland, not out	10
H. Overy, did not bat	
Extras	8

Total ... 143

Bowling.	O.	M.	R.	W.
Lloyd	13	3	41	1
Lambe	8	1	25	2
Warburton	9	2	22	2
Maas	4	1	10	0
Thurstfield	4	0	16	0
McNulty	2	0	15	0

## Thurstfield's.

J. S. Lloyd, c Jewell b Curwen	23
H. E. Murial, retired	46
L. H. Crookwell, retired	30
P. Lambe, not out	28
A. Crowe, not out	15
C. C. Clarke	
A. J. Haynes	
M. M. Maas	
W. Warburton	
E. J. McNulty	
P. R. Thurstfield	

Did not bat

Extras ... 5

Total ... 147

## FOOTBALL.

On Saturday afternoon two matches in connection with the second division of the Hongkong Football League were played at Happy Valley.

## St. Josephs vs. V.R.C.

The V.R.C. team had more than they bargained for when they met St. Josephs. The latter team had all the best of matters and finished up by winning the match by five goals to one.

## H.M.S. Kent vs. R.G.A.

The above-mentioned teams met in a friendly match at Happy Valley on Saturday, the sailors winning by one goal to nil.

## AN INTERESTING JUDGMENT.

The Chief Justice, Mr. W. Rees Davies, K.C., delivered an interesting judgment, on Saturday in a case in which, Kwok Sui Lau, merchant of 9, Robinson Road claimed that he was entitled to the possession of premises No. 256

and the second and third floors of 258 Queen's Road Central, held by the defendant as tenant, by will of the plaintiff, the tenancy being duly determined by a notice to quit expiring on March 18 last. He claimed possession and mesne profits since March 18, at the rate of \$280 per month, and further mesne profits at the same rate up to the time of obtaining possession.

The defence was that the premises were assigned to the plaintiff subject to existing tenancies and that they held a lease for five years of which the plaintiff had full knowledge.

Mr. C. G. Alabaster instructed by Mr. Brutton appeared for the plaintiff and Mr. E. Potter instructed by Mr. Otto Kong Sing for the defendants.

In the previous hearing, it transpired that the defendant's lease was dated March 1, 1911, and the assignment to the plaintiff was not executed until January 17, 1912.

His Lordship held that if the plaintiff had refused to carry out the purchase, the vendors could have sued him for specific performance of the agreement, and that no authority had been cited to show where notice had been given after the purchaser had acquired an equity; in other words to show that the defendant's equity was greater than the plaintiff's.

He consequently found for the plaintiff with costs, the question as to the terms of the judgment to be taken in Chambers of the parties were not agreed.

## Gael Tenders.

Tenders are being invited for the purchase of waste food from Victoria Gaol for the ensuing year, commencing from 1st January, 1913, to 31st December, 1913, inclusive. This consists of the kitchen refuse and waste of rice, congee, vegetables, fish, &c., averaging 200 lb. daily. Tenders are also being asked for the supply of dry earth for sanitary purposes to Victoria Gaol for the space of one year from the 1st of January next.

## POST OFFICE.

## MAILS VIA SIBERIA.

Left London	Due Shanghai
Oct. 23	Nov. 9
Oct. 27	Nov. 11

## MAILS DUE.

Siberian, Linan, 18th inst.

The a.s. Linan is due to arrive here on Wednesday the 18th inst. with the Siberian Mails from London of Wednesday and Friday the 28th and 29th ult.

## MAILS CLOSE.

Swatow, Amoy and Foochow—Per Halang, 12th Nov., 10 a.m.  
Swatow and Tientsin—Per Cheong-shing, 12th Nov., 11 a.m.  
Samarang and Sourabaya—Per Childar, 12th Nov., 10 a.m.

Straits, Ceylon, India via Bombay—Per Kawachi-maru, 12th Nov., 10 a.m.  
Shanghai and North China—Per Kwailin, 12th Nov., 10 a.m.  
Shanghai and North China—Per Shaohsing, 12th Nov., 10 a.m.

Shanghai, North China and Japan via Mei, Victoria and Tacoma—Per Masio-maru, 12th Nov., noon.  
Shanghai, North China, Japan via Nagasaki, Honolulu, Canada, United States and South America via San Francisco (Europe via Siberia)—Per Porcia, 12th Nov., noon.

Macao—Per Sui Tai, 12th Nov., 1.15 p.m.

Philippine Islands—Per Tean, 12th Nov., 3 p.m.

Swatow, Amoy and Foochow via Anping—Per Soshu-maru, 12th Nov., 5 p.m.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per P. E. Friedrich, 12th Nov., 9 a.m.

Haiphong, Pakhoi and Saigon—Per Singan, 12th Nov., 9 a.m.

Swatow—Per Haimun, 12th Nov., 10 a.m.

Japan via Kobe—Per Lawada, 12th Nov., 11 a.m.

Straits, India and Japan via Bombay—Per Capri, 12th Nov., 11 a.m.

Japan via Yokohama—Per Yatsuhito, 12th Nov., 11 a.m.

Straits, Burma and India via Calcutta—Per A. Apar, 12th Nov., noon.

Macao—Per Sui Tai, 12th Nov., 1.15 p.m.

Straits and India, via Calcutta—Per Fookang, 14th Nov., 11 a.m.

Shanghai and North China—Per Kwongsang, 14th Nov., 11 a.m.

Macao—Per Sui Tai, 14th Nov., 1.15 p.m.

Batavia, Cebu, Samarang, Sourabaya and Makassar—Per Tjitarom, 14th Nov., 2 p.m.

Shanghai and North China—Per Cheen, 14th Nov., 3 p.m.

Swatow, Amoy and Foochow—Per Halang, 15th Nov., 10 a.m.

Shanghai, North China, Japan via Nagasaki, United States, South America &amp; Canada via Vancouver (Europe via Siberia)—Per Empress of Japan, 15th Nov., 5 p.m.

Weihaiwei and Tientsin—Per Huibow, 15th Nov., 9 a.m.

Straits and Sourabaya—Per Chunrang, 15th Nov., 11 a.m.

Philippine Islands—Per Loongsang, 15th Nov., 1 p.m.

Macao—Per Sui Tai, 15th Nov., 1.15 p.m.

Philip. Ines Islands—Per Zafro, 16th Nov., 3 p.m.

Sandakan—Per Maussag, 16th Nov., 3 p.m.

Shanghai and North China—Per Lican, 16th Nov., 5 p.m.

Saigon—Per Germania, 16th Nov., 5 p.m.

Shanghai and North China and Japan via Kobe—Per Nam-sang, 16th Nov., 11 a.m.

Swatow, Amoy and Foochow—Per Haimun, 16th Nov., 10 a.m.

Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.) (Late Letter 11.00 a.m. to Noon. Extra Postage 10 cents).—Per Paul Locat, 16th Nov., 11 a.m.

Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi. (Late Letters 11 a.m. to noon. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail. (Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—The Parcel Mail will be closed on Friday, the 22nd Nov., at 5 p.m.—Per Assaye, 22nd Nov., 11 a.m.

Siberian Mail.

French Mail.

English Mail.

## SHIPPING NEWS.

## ARRIVED.

Carl Diederichsen, Ger. s.s., 774, Ch. Jangsen, 9th Nov.—Hal-phong and Hoehow 7th Nov., Gen.—J. & Co.

Kawachi Maru, Jap. s.s., 8,821, A. Christiansen, 9th Nov.—Moji 5th Nov., Gen.—N. Y. K.

Signal, Ger. s.s., 907, P. E. Christiansen, 9th Nov.—Sourabaya 30th Oct., Gen.—J. & Co.

Telemachus, Br. s.s., 1,840, Fraser, 10th Nov.—Manila 7th Nov., Gen.—Wo Fat Sing.

Inaba Maru, Jap. s.s., 6,189, S. Tominga, 10th Nov.—Shanghai 7th Nov., Flour, etc.—N. Y. K.

Senegambia, Ger. s.s., 3,780, H. Reber, 10th Nov.—Tientsin 8th Nov., Coal.—H. A. L.

Tientsin, Br. s.s., 1,227, Robertson, 10th Nov.—Canton 9th Nov., Gen.—B. & S.

Bohai Maru, Jap. s.s., 1,119, K. Tashiro, 10th Nov.—Canton 9th Nov., Gen.—O. S. K.

Irene, Chi. s.s., 627, Baines, 10th Nov.—Canton 9th Nov., Gen.—O. M. S. N. Co.

Chenau, Br. s.s., 1,850, L. Jones, 10th Nov.—Shanghai 7th Nov., Gen.—B. & S.

Soudan, Transport, 6,896, H. W. Kenrick, s.s., 11th Nov.—Chiangwangto 6th Nov.

On Sang, Br. s.s., 1,787, Garle, 11th Nov.—Canton 10th Nov., Gen.—J. M. & Co.

Hongkong, Br. s.s., 1,000, Corneliusen, 11th Nov.—Haiphong and Pakhoi 9th Nov., Gen.—A. R. Marty.

Kinkasan Maru, Jap. s.s., 8,862, H. Kozumi, 11th Nov.—Alife 8th Nov., Coal.—M. B. K.

Phrangang, Ger. s.s., 1,741, H. C. Reher, 11th Nov.—Manila 7th Nov., Ballast.—N. D. L.

Peleus, Br. s.s., 4,800, H. Nicholas, 11th Nov.—Shanghai 8th Nov., Gen.—B. & S.

## CLEARANCES AT THE HARBOUR OFFICE.

Nov. 11.

Kwongsang, for Canton.

Tientsin, for Newchwang.

Chenau, for Canton.

## DEPARTED.

Nov. 10.

Gathay, for Moji.

Kwangse, for Shanghai.

Anhui, for Shanghai.

Triumph, for Haiphong.

Chowai, for Swatow.

Yakiko-maru, for Nagasaki.

Haimun, for Swatow.

Daijin-maru, for Tamsui.

Wakamatsu-maru, for Wakamatsu.

Nov. 11.

Glenfalloch, for Swatow.

## PASSENGERS ARRIVED.

Per s.s. Senegambia, arrived 10th inst., from Tientsin:—

Eils Mosinger

Per s.s. Chenau, arrived 10th inst., from Shanghai:—

Berkus, Mrs. Bower

Bapld Wilson

O'Hra, G. C. Walter, Mrs.

Per s.s. Inaba Maru, arrived 10th inst., from Shanghai:—

Adams, G. R. Leitao, Mr. and

Arata, T. Mrs. F.

Cowan, Mrs. D. Leitao, Master G.

Davi, M. J. A.

Dickson, Miss A. J. Leitao, Master A.

Faithfull, G. F. Leitao, Miss A.

Faulstich, Miss E. Leitao, Miss T.

Gin Mon-lon, Leitao, Miss T.

Hill, Miss E. G. Maone, Miss

Henderson, H. A. Mohlen, U. L. F.

Henderson, W. F. Shamway, Miss E.

Hancock, Mr. and Mrs. Baker, B. M.

Loring, Mr. &amp; Mrs. Tonyer, F.

Laitao, Master L. Wilson, Mrs. F.

## PASSENGERS DEPARTED.

Per s.s. Indis, sailed on 8th inst., for Singapore, &amp;c.:—

Coleman, W. E. Noronha, Mr. and

Candido, J. Mrs. P. dos

Dens, T. de Noronha, Miss F.

Elliott, Capt. and Mrs. F.

Mrs. P. W. Peto, G. I.

Ferreira, A. M. Pereira, M.

Fonseca, J. da Rodrigues, J.

Gidson, Dr. Mary Sumner, Mr. and

W. Mrs. Shellim, Mr. and

Garcia, J. Mrs. E.

Halle, Banta, A. L. dos

Jones, E. S. Squire, Capt. G.

Khudbi, H. Sato, M. dos